

## Official and Classified ADVERTISEMENTS

Continued from Page 15

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# fishing news

September 30, 1977

No. 3347

Est. 1913

15p

**MIRRELS  
BLACKSTONE  
DIESELS**

# LONG HERRING BAN

**PROSPECTS FOR** a  
long North Sea Herring  
ban were looming  
large this week. At a  
meeting of EEC  
agricultural ministers  
in Brussels, on Mon-  
day, it was agreed to  
extend the present ban  
until the end of Oc-  
tober.

The object of the one  
month extension was to give  
the Community time and op-  
portunity to take a formal  
decision on a longer ban at a  
meeting in Luxembourg on  
October 24 and 25.

On his return from  
Brussels, Mr. John Silkin,  
Minister of Agriculture,  
Fisheries and Food, described  
the herring ban as 'coming in  
penalty numbers'. But he was  
confident that a long-term  
ban would be agreed.

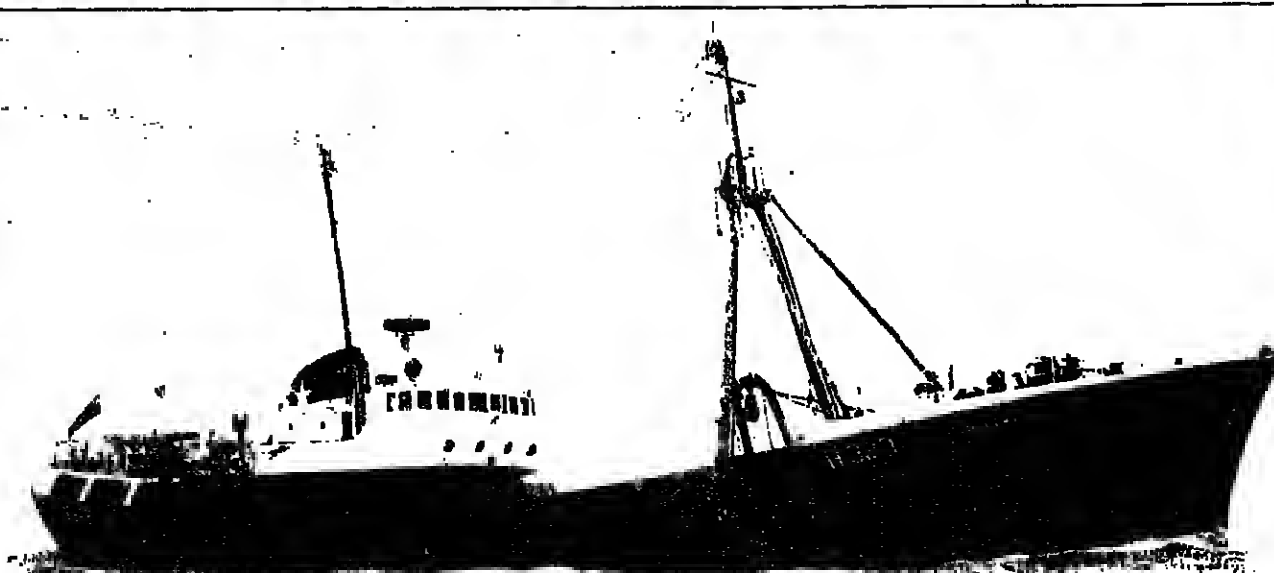
The herring ban could go  
on right into 1979. This  
emerged from a speech in the  
European Parliament last  
week, by Mr. Hank Vredeling,  
a member of the European  
Commission. He said: "The  
Council of Ministers of the  
EEC will reach a final decision  
on Common Fisheries  
Policy by the end of the year,  
and the current ban on herring  
fishing in the North Sea  
may go on in 1979."

The European Parliament  
approved continuation of the  
herring ban until the end of  
1978.

Mr. Merck Hughes, Lab.  
Durham, asked for approval  
of the ban on behalf of the  
agricultural committee.

The Committee's resolu-  
tion included a demand for  
an efficient fisheries inspec-  
tion system and financial aid  
to strengthen member states  
enforcement capabilities.

Scottish fishermen have  
described the one month ex-  
tension of the ban as a  
'piece-meal'. They would have  
preferred a ban until the end  
of the year.



**Russians  
pounce  
on Hull  
trawler**

A FISHING agreement  
between Russia and the  
EEC due to be ratified is  
now in suspension. This  
follows an incident in the  
Barents Sea involving the  
Hull trawler *Loch Eriboll*  
(left) and an announce-  
ment that the EEC catch  
in this area would be cut  
to 1,800-tonnes.

Over 60,000-tonne had been  
previously taken from the  
Barents Sea by the EEC fleet,  
Turn to page 29

# EXODUS TO INDIA

**THREE** of four stern  
trawlers built in London  
for Small & Co.  
(Lowestoft) Ltd. in 1973  
are to leave the port for a  
spell of survey work in the  
India Ocean, based  
at Bombay.

The vessels concerned are  
*Suffolk Monarch* (one of the  
port's leading trawlers at the  
present time), *Suffolk Con-  
quest*, which is also currently  
trawling, and *Suffolk Har-  
vester*, which is on similar  
survey work in the North Sea  
at present.

The trawlers are expected  
to leave Lowestoft during the  
next two months and return  
next spring.

Small's say that the vessels  
have been used extensively  
for survey duties in the North  
Sea and have proved ex-  
tremely efficient in their role  
of plotting an advance course  
for the laying of sub-marine  
pipelines.

A company spokesman  
added that although this was

## ...three Lowestoft trawlers moving

a further diversification of  
their shipping interests,  
fishing still remained the  
most important part of their  
activities. Their six  
Appledore class trawlers were  
finishing extremely success-  
fully and as soon as inter-  
national agreement is reached  
on limits and quotas they  
would be considering further  
investment in the trawling in-  
dustry.

The fourth vessel, *Suffolk  
Warrior*, which has fire-  
fighting equipment is working  
with the intermediate plat-  
form in the Frigg field, about  
100 miles north east of Aber-  
deen.

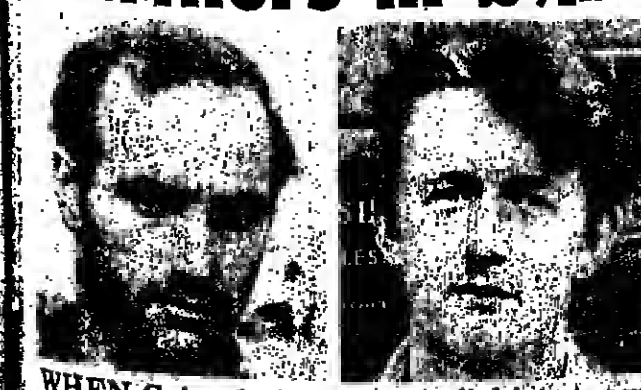
*Suffolk Harvester*  
class of vessels are 134-tonne  
net, 392-tonne gross and are  
powered by 2000 hp engines.  
It is understood locally that  
the owners six Appledore  
built side trawlers of the  
*Constance Banks* class and  
the former Grimsby vessel  
*Suffolk Craftsman* will con-  
tinue to trawl from Lowestoft.

## MEMORIAL SERVICE

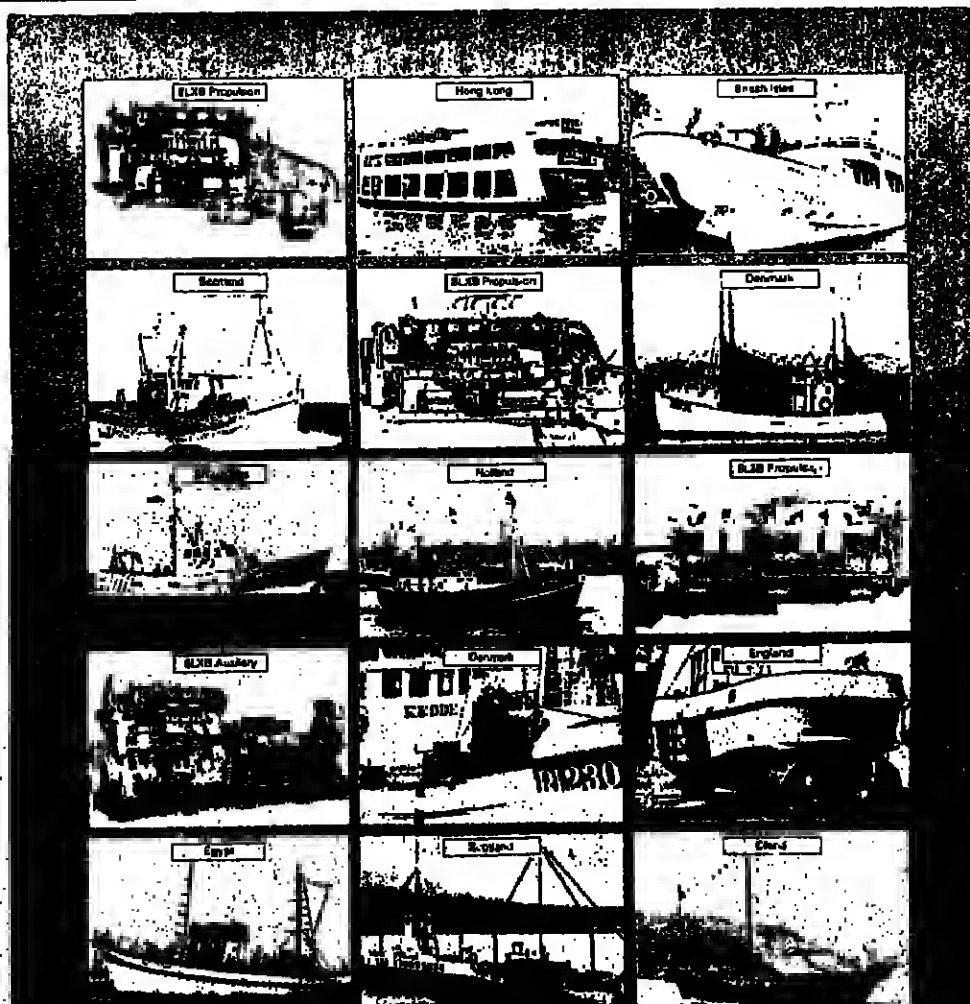
**HUGE** crowds attended a  
memorial service in  
Looe on Sunday for  
the five men lost from the  
schooner *Sapphire*. The service  
was held in St. Geraldine's  
Church.

More driftwood believed to  
be from *Sapphire* has been  
found along the coast.

## Partners in £½m

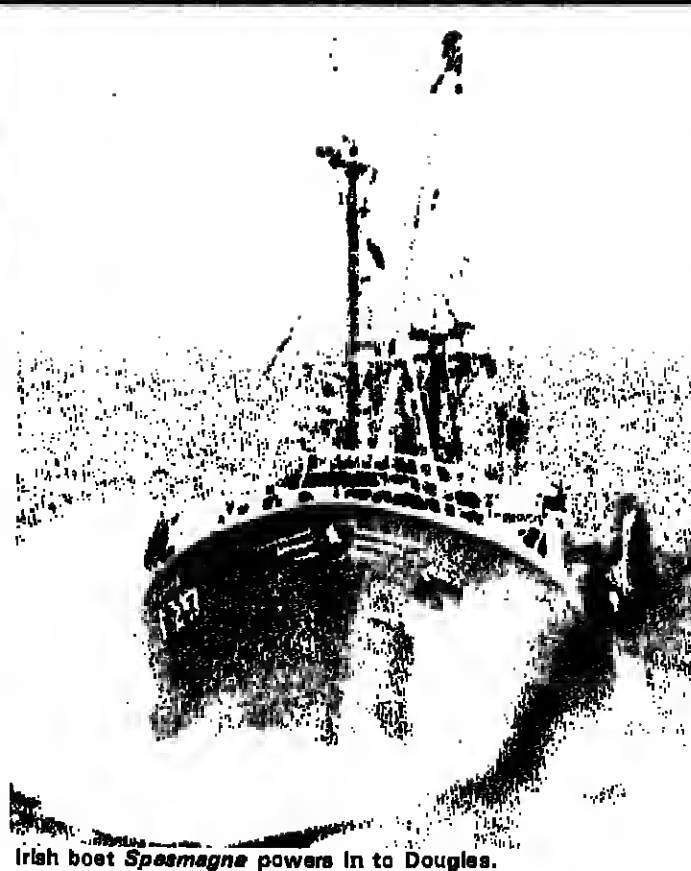


**WHEN** Grimsby's top pair fishing team  
of Skippers **John Bojen** (left) and **John  
Richardson** (right) return from their  
present trip they confidently expect to  
have earned over £500,000 for nine  
months work. **STORY PAGE 8**

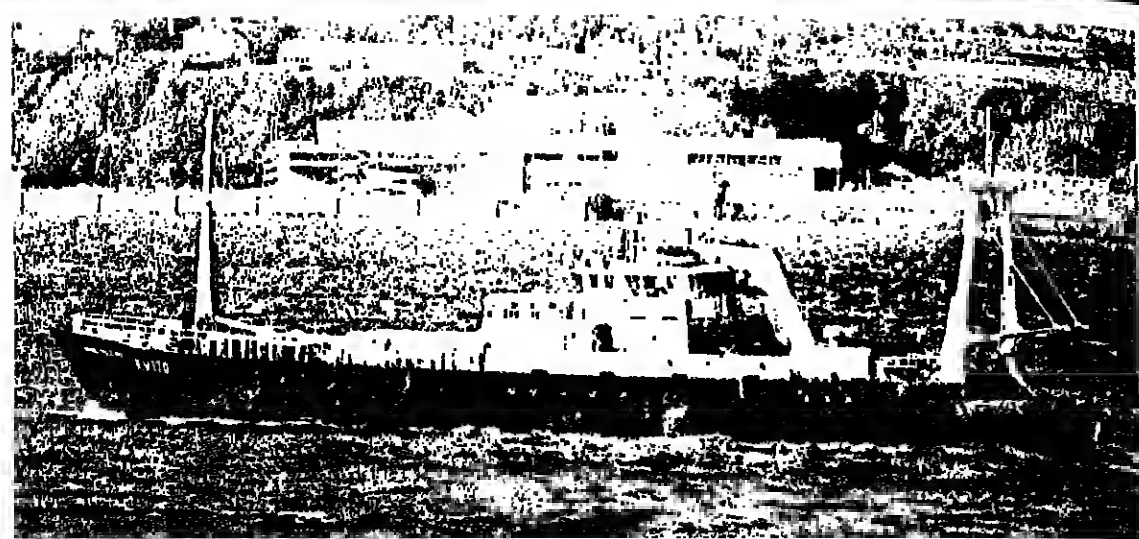




# Manx herring closedown



Irish boat *Spasmagne* powers in to Douglas.



Dutch lugger heading into Douglas to take on herring.

## SAVING SOME FOR WINTER

ALL HERRING fishing in the North Irish Sea is banned from midnight tonight (Friday). The seven-week close season restriction comes into force from tomorrow, October 1, until the third week in November.

Despite a confusing start, and the stormy period during the introduction of the still controversial licensing system, the controlling body, the Manx Government's Board of Agriculture and Fisheries, said this week that the management had generally been a success.

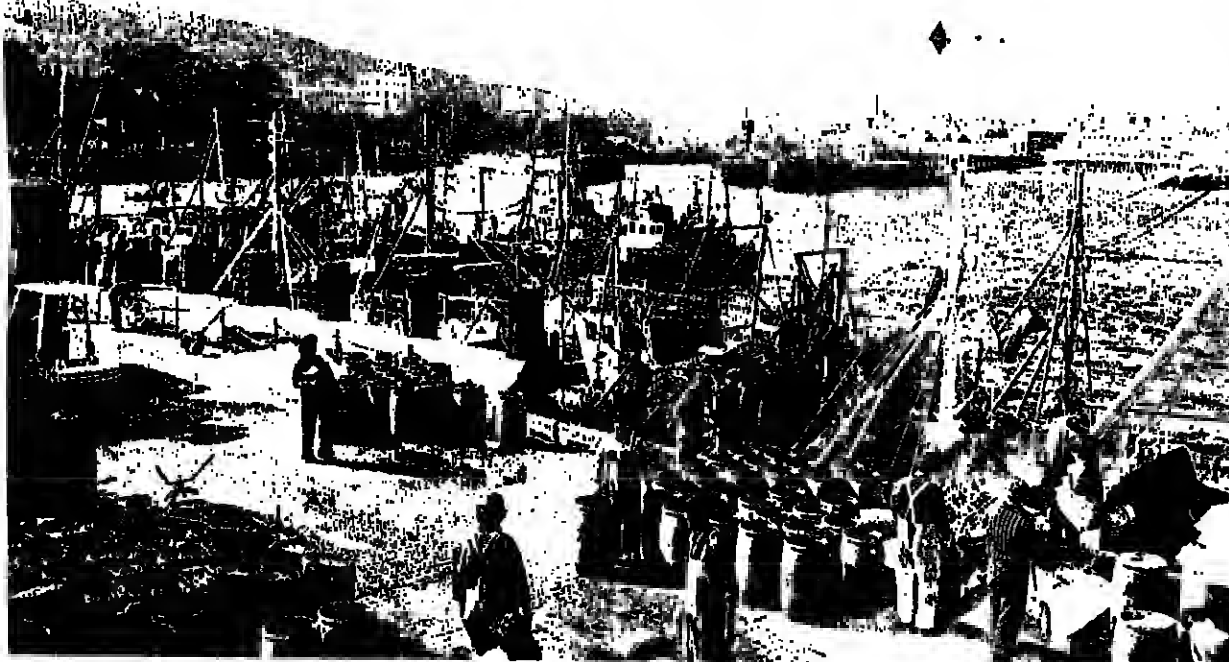
Board secretary, Mr Lawrence Corlett, said,

Left: discharging herring at Douglas. Quay-side prices have earned a good living for fishermen lucky enough to get licences.

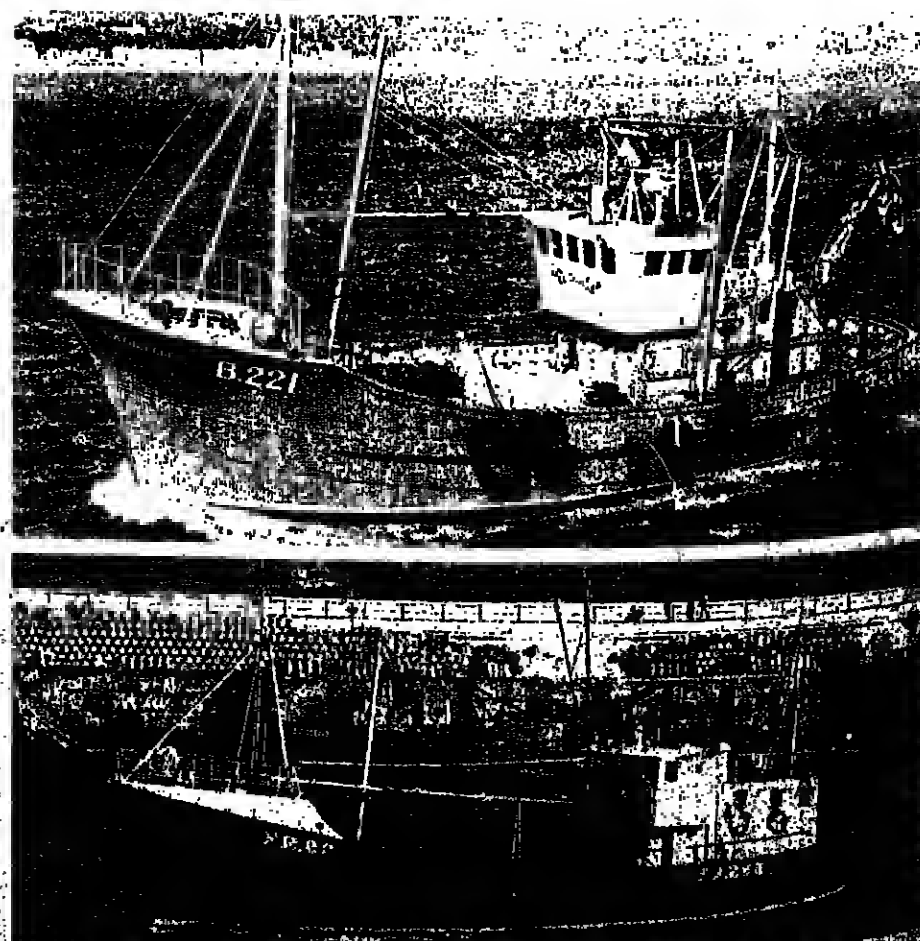
"The licensing regime was an experiment, but it has worked. The fishery has been generally better run."

Fishing within the island's new 12-mile limit by the 100 licensed boats was, in fact, expected to finish by mid-week when 11,000 of the 11,900-tonnage to be landed this year was expected to be landed. The other 900-tonnes, representing £500,000 worth of fish, will be taken as winter herring from when the close-season ban is lifted in November up to the end of December.

The first hand value of fish at the quayside auctions has exceeded all expectations this year, and the present prices of well over £60 per unit (approximately 500 fish) is more than three times last year's figure.



Above: a cluster of Scottish boats at the quayside in Douglas. Above right: the Belfast-registered trawler *Kathleen* heading for Douglas. Right: Fraserburgh-registered *Green Pastures* underway.



# CRACK PAIR TEAM SET FOR RECORD

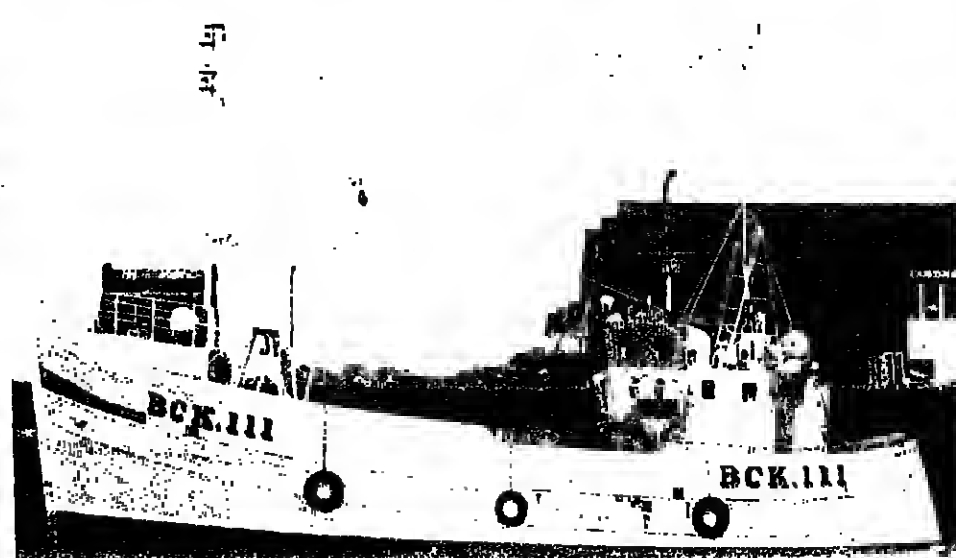
WITH THREE full months of 1977 still to run Grimsby's crack pair trawling team *Margrethe* Bojen (Skipper Jens Bojen) and *Francesa* Bojen (Skipper John Richardson) are set to become the first Humber-side combination to top £500,000.

Already this year the pair has notched up combined earnings of £483,050 from 16 trips involving a total of 184 days at sea. Of this the worst posting was a total of £24,740 last March, whilst the last five trips since June have all produced combined earnings in excess of £30,000; figures which many trawler owners eyes with great envy.

The pair, which operate through the John R. agency, are presently at sea having left Grimsby on September 20 and barring an early return through heavy fishing the champagne corks should not start popping until October 4 when they are scheduled to land again.

Last year the team managed over £480,000, but *Margrethe* Bojen did not complete a full twelve months fishing as she was only completed by Jans of Buckie in the spring.

Since the pair came together it has consistently outdistanced and outgrossed all Grimsby's other teams and



*Margrethe* Bojen — one half of an outstanding partnership.

broken the Grimsby port pair team earnings record seven times (five times last year and twice so far this year).

In May the pair set up the present record of £47,749 from 1,337 kits and to date has landed 18,617 kits (1,039 tons) of fish. With returns like these 'in the bank' it is small wonder so many trawler owners and former distant water skippers foresee a major role for pair trawling, pioneered by Jans Bojen, in the future.

## Billingsgate

IT WOULD seem that this column did Baxter and Son Ltd. less than justice in recently suggesting that they had refused to handle Pacific oysters. It would appear that they have tried selling the odd thousand to their traditional customers but have had little success.

In fairness then, their efforts must be acknowledged but their lack of success must also raise questions. Could it be that the trouble lies in the word "traditional"? The article of which the company complains did suggest that new customers would have to be sought and perhaps new methods of presentation tried. Has anyone done so and indeed where should the onus lie for developing a new product. Is it the responsibility of the producer, the distributing industry or the people at the point of sale, the fishmonger or the restaurateur?

No doubt all three have or ought to have an interest in adding to their throughput but once again it comes to the question of who is going to pay, who is going to make it work? The White Fish Authority spent a lot of time and money from its diminishing resources on product development. It reached the stage of saying to the industry: "Here's the results of our research — now over to you, marketing is your job." And nobody appears to have taken up the challenge.

Probably it will be argued that the time is not right for new products, that the economic climate and cash flow problems means that no company is prepared at the present to gamble on a possible future winner. But if this is so, perhaps someone should tell the producers — If they haven't got the message yet. They would then have the choice of cutting their losses now or deciding that they must, in co-operation, set up their own marketing and distribution organisation.

Assuming that they do the latter and are successful, another portion of the trade will be lost to Billingsgate, which brings us full circle to the original argument.

While the foregoing has been concerning the need for new customers, perhaps we should open a thought for certain old ones, wherever they are. The ones that sold or ate the hundreds and thousands of Portuguese oysters that firms like George Tabor Ltd. used to sell every summer from Billingsgate.

## fishing news

Editor: Jerry Barratt  
Assistant Editor: Ian Strutt

Advertisement Director: Fred Purcell

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# New mackerel ban sought

A MOVE to keep boats over 80ft. outside six miles on the Cornish mackerel grounds is being made.

Secretary of the Cornish Fish Producers' Organisation, Mrs. Daphne Lawry, said they were now approaching Whitehall for a ban on boats over 80ft. fishing mackerel inside the six-mile limit.

"It would give additional breathing space for the smaller boats and we think this would make very good sense", she remarked.

It would also mean that medium size boats of 60-80ft. would have the extra benefit of the outer three miles.

"There are very few Cornish-owned boats that are over 80ft.", Mrs. Lawry added. At present any UK boats of any size can fish up to three miles off the shore.

A complaint is also to be made that the concession, enabling 35-tons of bulk ten-

ding of mackerel for human consumption without boxing, was made without consultation.

Although this might be helpful to some of the larger Cornish boats, the producers' organisation deplored the lack of consultation on this decision, which took them by surprise.

One Ministry decision welcomed by Mrs. Lawry was one which brought an end to form filling for Cornish mackerel fishermen.

Previously a licence holder had to fill in quite complicated forms, but now there are no controls over the 40ft. boat fishermen. These make the great majority of the hand-liners in the country.

The decision is largely the result of the producers group who had suggested that a change be made, making it a weekly return. Now it has been stopped altogether.

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The 'Sprite of Death' of the fishing industry was the theme of these youngsters at the Scottish Week parade.

# 'Pairs' keep up top landings at Fleetwood

FLEETWOOD'S new breed of pair trawlers continued to prove the port's most successful vessels when two stern trawlers returned from the north of Scotland grounds last week.

Armona (Skipper Tom Christy) landed 705 kits, including more than 500 of cod and 110 of haddock, for a grossing of £26,137, while Nevena (Skipper John Burns) had 98 kits which made 120,500.

One of the vessels was forced to go into Lerwick for repairs to her winch, but both were still back to port in 14 days.

Markets were good throughout the week and there was an unexpected bonus for sole buyers. This came when the Irish beam trawler Morrie Jacob arrived in port with 90 kits, which included no fewer than 57 of soles. The catch, which also included more than 30 of plaice, sold for £8,925.

There were also some good results among the port's side trawlers. Wyre Conqueror (Skipper Bill Spearpoint) hit good haddock fishing on the Scottish grounds before returning to port with 713 kits — more than 600 of haddock — selling for £18,161.

On the same day Boston Explorer (Skipper Bill Anderson) did even better with her 780 kits — 600 of haddock — making £20,430. Also successful were two of the port's pocket trawlers which found good fishing on the Irish Sea grounds.

Forwards (Skipper Bill Phillips) had 145 kits — 35 of cod, 18 of plaice, 15 of whiting and 30 of roker — which sold for £5,008, while Craigmillar (Skipper J. Wright) made £5,112 from 133 kits.

## Warding off death

"NEVER say die" say the youngsters of Peterhead's Rescue Youth Club.

The issue they brought very much 'alive' at the recent Scottish Week parade was the 'Sprite of Death' hovering over the fishing industry.

The youth club members who first posed in the float competition for their macabre portrayal of the doom that threatens their futures at the present.

The teenagers were accompanied by the procession by a suitably adorned borrowed hearse.

Local skippers showed their support to the youth club's efforts with donations totalling over £70.

Said a spokesman for the club: "These kids really got over their point to the public. It's not just skippers who are affected by the 50-mile limit, every one of the youngsters are in one way involved in a way such as this. We are all the fish fight together."

## 'Britannia' clash man accused

SEVERAL summonses against a Plymouth fisherman accused of lapping the royal yacht Britannia in Plymouth Sound during the Queen's tour of the City last month have been adjourned until October 21.

Victor Ernest Rixson, 69, of Brelonside is accused of failing to keep 80 metres away from Britannia when navigating his fishing boat between Plymouth Sound and the Torpoint Ferry.

He is also accused of failing to take sufficient action to avoid a collision with the yacht's escort HMS Diligence, falling to less than 10 metres away from her, impeding her passage, failing to keep a proper lookout and failing to proceed at a safe speed proper to the circumstances and conditions. Rixson is expected to plead not guilty.

## GROSSINGS HIGH FOR MILFORD

MILFORD Haven again had some top grossings last week with some good-quality catches being landed by local vessels.

Top ship of the week was Rosevear (Skipper Jim Mansson) which followed up a £7,000 trip with one of £8,982.

On the same day the pocket trawler Westerdale (Skipper Bruno Linke) made £2,655 from 80 kits caught during an eight-day trip.

Between them the vessels landed 40 of whiting, 90 of brill, 30 of plaice and 20 of sole.

# £10,000 fine for Spanish skipper

A SPANISH trawler skipper has been fined £10,000 by Plymouth Magistrates for poaching off the Bishop Rock.

Serafin Carballo, skipper of the 100ft. trawler *Cova de Boleo*, admitted fishing within British limits without a licence.

He was also ordered to pay costs of £234 and his vessel is to be detained until payment.

Hilary Collins, prosecuting for the Ministry of Agriculture and Fisheries said Carballo's licence to fish expired on August 24. On August 30 he was seen by the fishery protection vessel HMS Antrim fishing within British waters and was warned and told to leave.

Inspector Tarrant Nichols for the Ministry

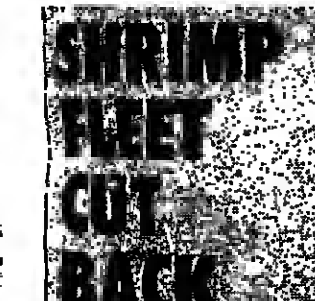
said he had drawn Carballo's attention to the rules and told him to haul his gear and move outside the limits. He said: "He did this and then steamed away".

Mr. Collins said that last week another protection vessel, HMS Solisbury, spotted the same trawler working 33 miles within UK limits. Carballo could not produce a licence so the trawler was escorted into Plymouth.

## Faroese fish on

UNDER an order before Parliament last week Faroese vessels will continue to fish inside British fishery limits until December 31, 1977.

This follows recent consultations between the BEC and the Faroese on reciprocal fishing rights and a recent Council decision to permit the Faroese to take up to 2,800 tonnes of West of Scotland herring in accordance with their traditional pattern of fishing.



SHRIMP fishermen in the Morcambe Bay area are finding fishing so slack that the fleet has been drastically cut.

Wyre Fishermen's Co-operative are now down to one boat working out of Lytham, near Fleetwood.

Bill Wright, manager of the co-op, said: "It's an industry that has its ups and downs but there has been a slackening off".

He added: "The shrimps have been slow in coming in." Referring to the boat's skipper he said: "He has tried all the grounds but only about seven or eight stone are coming in where we could have got 20 stone in the past. For a period of about two months recently there was none at all coming in."

At one time Fleetwood was the base of a large fleet of shrimpers which catered mainly for the holiday trade, but this now has been cut by the fall in supplies.

## Othello — off to 'Aussie' at last

THE FREEZER star-trawler Othello grounded off Hull's King George dock early on Saturday morning, shortly after leaving the Hull fish dock for her new base in Australia.

She was, however, quickly refloated and resumed her 11,000-mile trip later the same day, after an inspection by a diver revealed no damage to the vessel.

"There was a minor mechanical problem which led to her grounding but she

was aground for a very short space of time", a BUT spokesman told *Fishing News*.

The tug *Motorman* and *Lighterman* were in attendance during the tow and by 6pm on Saturday Othello was on her way again on her six week trip, during which she will refuel at Capetown.

## Seiner launch

QUEENIE S (GY 344) from the Marstal Træskibeveerft yard in Denmark has been launched for Grimby owners and agents A. E. Richardson & Co. Ltd. She is currently fitting out prior to delivery which is expected to be in November. The vessel follows the now familiar lines of earlier Richardson vessels built in recent years at the Marstal yard. She is of oak-hulled construction, powered by a Gardner 6L3B main engine. The 50-footer is expected to operate as a Danish-type anchor seiner with facilities for conversion as required to industrial fishing, pelagic or other roles.

## HERRING MEN LOSE APPEAL

WHITEHALL has turned down an appeal by Sussex inshore fishermen against the herring fishing ban.

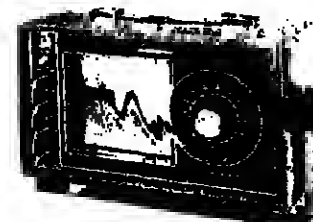
The Sussex Sea Fisheries Committee asked the Ministry of Agriculture and Fisheries to exclude boats up to 30ft. long.

When the Ministry refused the committee's chief fisheries officer, Jim Howell, was asked to seek a reversal of the decision. He

was, however, unsuccessful. "There was no way they would change their minds," he reported. "They said if they made an exception for us they would have to make exceptions for everybody else as well."

"Now we have no choice but to go along with the decision, but the committee will be meeting in October to discuss the problem and see if there is anything else we can do."

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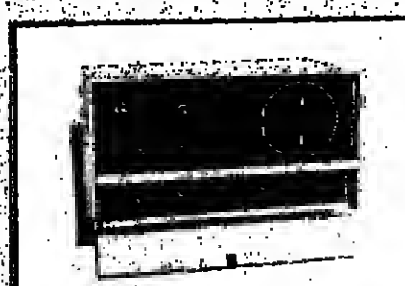
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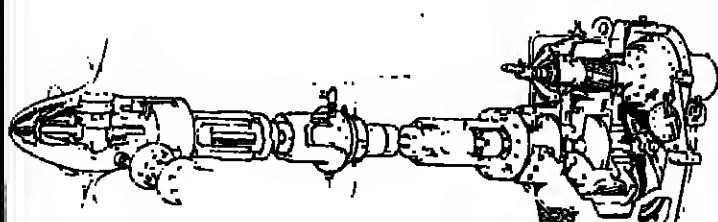
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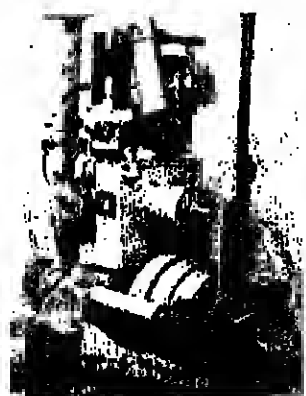
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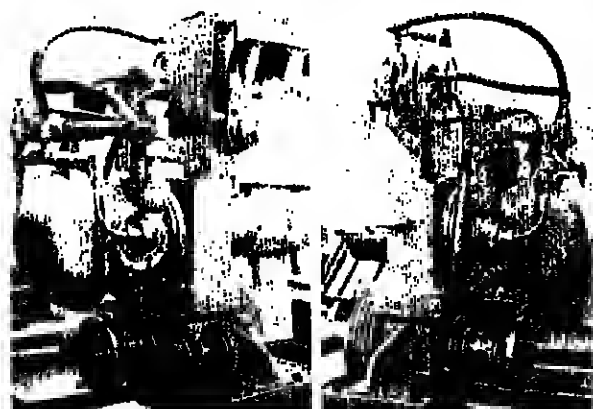
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# PITTENWEEM



## -prices fleet

WITH landings making over £11m last year, the East Fife village of Pittenweem is one of the busiest of Scotland's smaller fishing ports.

Around 40 vessels in the 40 to 60 ft. size range load at Pittenweem on a regular basis; these are owned by fishing families in the village itself or in the neighbouring ports of Anstruther and St. Monans.

Three main types of fishing are carried out by the local fleet, namely white fish, herring, and nephrop trawling.

Some 20 to 25 boats are engaged in the vigorous Firth of Forth nephrop fishery, and last year these vessels put ashore catches worth in the region of £400,000. With the growing demand for scampi this has now developed into an almost all the year round fishery but it is at its height in September and through the winter.

There is a fall off in the early summer when the boats land more white fish than nephrops.

Left: prawns being unloaded at Pittenweem (Skipper William Morris). Prawns are still plentiful, although some skippers say they are scarce. Below: white fish on Pittenweem market.

REPORT  
Glor  
Wils

Popularly known as 'prawn', the variety of prawns is keenly sought from two ex-Flemings St. Ltd. of Anstruther, Berwickshire, up a healthy region of 20 boats night, with some three-and-a-half tons.

Depending on the prawns they range from £10 a stone.

Plentiful

Skipper In. Integrity told that prawns were on the Forth getting scarce. It is still possible larger prawns.

# fish handling

## PROCESSING AND MARKETING

# FISH PRICE REVOLT

THE EXPECTED quayside fish price explosion this winter could come to an abrupt halt — on the shop counter.

There are fears that fish could price itself out of the market and it is only going to be consumer resistance which will keep prices in check. With the markets plagued all summer by a shortage of demersal fish the winter supply situation looks even more grim.

During the past year, fish has overtaken the prices of meat and poultry in some cases. And it is this situation which is making for rather more moderate forecasts about the rising price of fish.

With a big cod shortfall since the start of the year, prices for codstuffs in the first six months of 1977 averaged £31.25 a kit — over 54 per cent up on the same period the previous year.

Apart from the unwillingness of the housewife to pay much more for her cod, another curb on the price spiral should come from the substitution of other species such as hake and coley.

For an analysis of the market situation this coming winter, turn to page 10.

## NEW MARKET FOR MEAL

WITH A CUT in the usually big East European demand for fish meal, eyes are turning towards Japan.

Particularly lucrative this year is Norway's export of fish meal, with the capelin catch at a record level, until recently, prices were up due to the depressed level of Peru's fish meal production and the currently high price of the substitute product soya meal.

Erik Grimalund, sales director of the fish meal and oil marketing organisation Nordseidmel, Bergen, said that East European demand for fish meal was down because of shortage of foreign currency, but on the other hand "Japan promises to become an interesting customer".

In the first five months this year Norwegian fish meal exports were worth 518 million kroner, 45 per cent up on the corresponding period last year. In 1976 exports were worth altogether 825 million kroner (about 280 million), which was a 47 per cent increase on the previous year.

While Norwegian exporters seem to be moving ahead on most fronts, the British market has provided slight setback. With an EEC import duty on 12 per cent to contend with there has been a big cut in canned sardine exports to the UK.

## Selling in Spain

A PARTY of 30 British fish exporters are touring Spain this week, a mission organised by the White Fish Authority.

The trip has been well supported by representatives from such well-known firms as Birds Eye Foods, Macdonochie Seafoods, MacFisheries and Young's Seafoods.

A fairly hectic itinerary has been prepared by the White Fish Authority. The group will be looking to set up a last Sunday and deals in Spain, while the day after at Madrid, others have already

talked markets there. The political upheaval in Spain — and the recent financial problems leading to a hefty devaluation of the peseta — means the country is now going through a period of massive change. Spain, too, has been hit by limit extensions.

A recent move in Spain has been the formation of an association of fish importers at Madrid. The party was due to meet the director-general of the organisation.

Merchants return to London tomorrow (Saturday).

Start of  
something  
big...

WORK ON THE £4 million fish processing factory and pier at Breasclete, Isle of Lewis, is well on schedule.

The plant should be in operation by next May, according to the Highlands and Islands Development Board which is initiating the project with a Norwegian firm.

The 2,000 cu.m. factory will dry fish by a process developed by Per Stoknes, director of the Norwegian firm A/S Knut Stoknes. This firm, with the HIDE, is setting up a new company — Lewis Stokfisk Ltd. — to run the plant.

The civil engineering firm of William Tows, Aberdeen, has won the £1,035,000 building contract which includes construction of a two-storey factory building, drying tower, accommodation building, water storage tank with access roads, car park and the 45 m. pier.

Total investment will be £1.7 million: pier and approach roads £380,000, factory £700,000 and £500,000 investment in the new company.

Fishing  
News  
Supplement  
No 7, Sept 60

Below: a start has been made on the £380,000 pier and approach at Breasclete, Isle of Lewis. The 45 m. pier is being built next to the old pier (seen right). Construction will have to press on while the weather stays fair, as winter conditions can be too extreme for building work to continue.

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## FISH HANDLING, processing and marketing

# Cost of a price boom

**AUCTION PRICES** averaging up to £60 a kit are being forecast for cod and other leading species...but can they be sustained? This article examines the basis for these claims by assessing the factors influencing prices.

The major influence on auction prices in the past has perhaps been the level of landings. Figure 1 shows landings of demersal food fish in the UK over 1970-76 and the WFA Fishery Economics Research Unit's forecast for 1977.

The graph for cod also shown in Figure 1 indicates that the supply of cod is expected to show the greatest reduction in the near future. This shortfall in supply can be made up, at least in part, by increasing imports or by substituting other varieties for cod.

In the pelagic food fish market, there is a remarkably similar phenomenon. Supplies of herring, the major variety, are much reduced, and imported supplies are being sought. At the same time, processors have been trying to switch towards substitutes such as mackerel.

With reduced supplies comes higher prices. In the first half of 1977, the auction price of codstuffs at the major deep sea ports in England and Wales was £31.25 a kit, 54 per

cent up on the first half of 1976. Over this period, the volume of cod imports was actually lower than in the first half of 1976 level and prices increased by 48 per cent. Prices of alternative varieties have also increased considerably, although not quite as fast.

The projected reduction in cod supplies is so considerable that on the basis of established historical price/supply relationships, the auction price would be expected to show an even greater proportionate increase on the 1976 level than has occurred so far this year. However, there are two factors on the supply side that may help to moderate price rises.

The first factor is the substitution of less expensive varieties of fish for cod. Although substitution is a relatively slow process restrained by consumers' tastes, the switch by processors to alternative varieties such as hake and coley has been a significant development which will no doubt continue. However, species such as blue whiting and ling, which could be caught by British vessels, are unlikely to augment supplies significantly this winter, and supplies of Alaska pollock — similar to coley — are unlikely to be available for import.

Auction Price	Retail Prices	
	Cod Fillets (p/lb)	Cod Fish Fingers (10oz. pack)
33.30 (July 1977)	84	52
40	95	62
50	111	77
60	127	92

ting in large quantities because of strong demand from Japan.

Secondly, imported supplies may restrain increases in auction prices. Prices of imports are determined by pressures of world supply and demand, and with the revival of economic growth coupled with limited supplies, prices have tended to increase. A relaxation of these pressures would help to stabilise UK auction prices. At least the pound sterling has a fairly stable outlook in contrast to the sterling depreciation over the past two years which has substantially increased the prices of imports.

Before looking at demand, it is necessary to examine the level of frozen stocks, which act as a buffer between supply and demand. The latest estimates indicate that stocks of frozen white fish are at about the same level as in the previous two years.

Since the beginning of this year, however, there has been a modest increase in the level of stocks. This may be attributed to seasonal factors, but it also suggests that so far this year the processors have managed to satisfy demand even with reduced landings and imports of cod. This may point to lower demand and/or by other species.

market tend to understate the importance of demand, and in particular the response of consumers to the price of fish relative to prices of competing foodstuffs and other commodities generally.

Consumption of fish, like that of several other foods, is tending to decline. Over the past five years, human consumption of demersal fish has fallen by some 150,000 tonnes (20 per cent). A major reason for this is the increase in fish prices compared with other commodities.

In the last twelve months, retail prices of fresh fish have advanced to exceed those of competing lamb and pork products and to rival prices of cheaper beef cuts. Other recent sharp price increases caused by reduced supplies, such as potatoes and coleslaw, have shown that it is possible to increase retail prices of a commodity quite dramatically but that consumer resistance is a very important restraining influence. In the case of fish, assuming the supply pressures point to increasing prices, what factors will influence the extent of consumer resistance? Or, equivalently, how responsive is consumer demand to price changes?

An important factor in the question is the sensitivity of retail prices to auction price changes. An increase of 54 per cent in the auction price of cod would add 8p/lb to cod at the fishmonger's shop and about 7p/lb to the retail price of frozen fish fingers, assuming unchanged marketing and retail margins. This sensitivity is brought out in Table 1.

## FISH HANDLING, processing and marketing

## Waste fish investigation

**ONLY** one per cent of industrial fish is wasted, while a far greater proportion of consumer fish is lost, says a report, prepared by the Chr. Michelsen Institute Bæren, for Norway's Fish By-Products Committee.

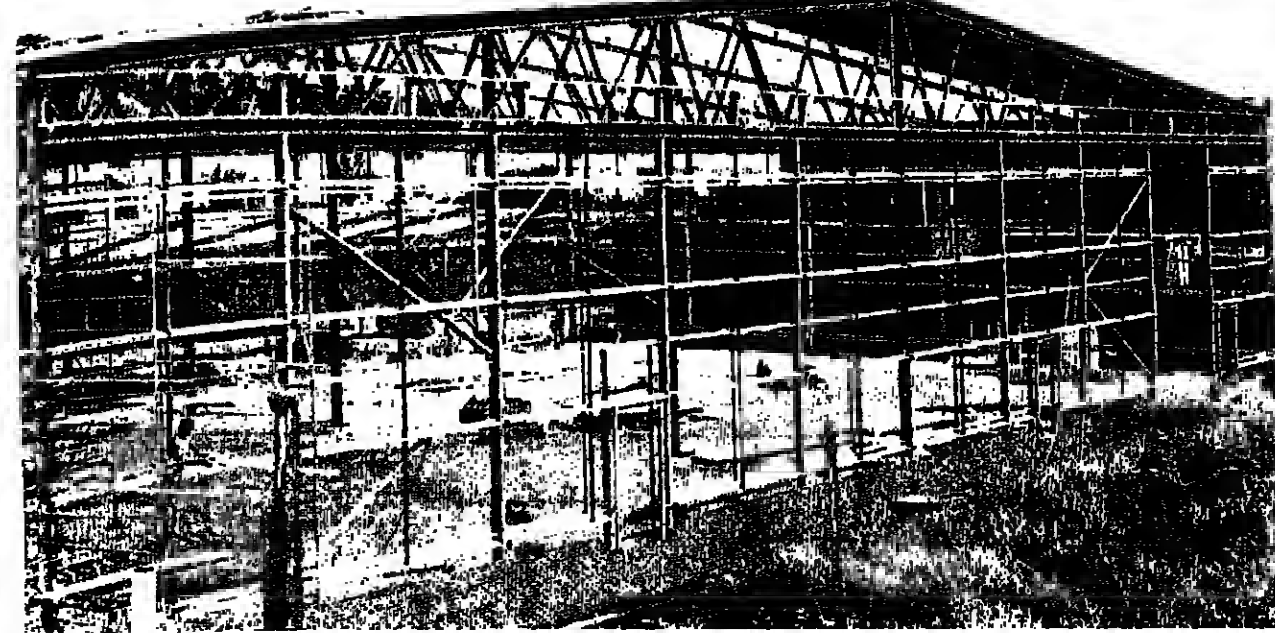
The study was based on Norway's 1974 fish catch of 2.5 million tons.

About 73 per cent of the catch was industrial fish for reduction to meal and oil and the amount of raw material "lost" was about 40,000 tons. Consumer fish, chiefly cod, haddock and saithe, constituted only 27 per cent of the raw material loss was 83,000 tons.

The report noted that the entrails and much of the other waste material were rich in protein and amino acids but they deteriorated quickly. Vessels at sea for more than 48 hours would require equipment costing some £5,250 in order to conserve the material, and storage tanks would also be required.

According to the report the Fishing Technology Research Institute and Trio Engineering in Stavanger have developed a gutting machine which adjusts automatically to the size of the fish. Operated by one man the machine can handle 30 fish a minute.

Trio Engineering has also designed a machine for desalting and cleaning small fish between 20 and 40cm, which normally would be used for production of meal.



New £4 million cold store at Plinhoe, Exeter, to include specially-designed saw-tooth loading dock.

## NEW COLD STORE IN DEVON

**A PUBLIC** cold store system of nearly 5 million cu. ft. is being built at Exeter Devon by Plymouth Cold Stores Limited.

Phase one of the development, which is being carried out by Hemsec (Construction) Limited, at a cost of £275,000, involves expansion of the present store at Plinhoe to a total of 670,000 cu. ft., with facilities for a further 250,000 cu. ft. extension. It should be completed by the middle of October.

Hemsec (Construction), which specialises in turn-key contracts for cold stores, is

handling all building and insulation work with Star Refrigeration responsible for the refrigeration plant and electrics.

Plymouth Cold Store's total investment in phase one amounts to nearly £4 million. "The development has been brought about by increasing demand for our cold storage and freezing services," says Plymouth Cold Store's managing director, Mr. Tony Raymont, "and will be used to store a wide range of products, including carcasses and boxed meat, fish, frozen food, poultry and dairy produce."

"Hemsec were chosen on the strength of their design and management team and because we wanted to employ their Super Panel insulation system, which we consider the best available." They have also designed for us a special saw tooth loading dock to enable maximum use to be made of the site.

The new store, built to Lloyd's standards, will comprise two chambers operating at -29°C and incorporating a blast freezing capacity of approximately 10 tons per day. The company also operates a 478,000 cu. ft. cold store at Plymouth, together with meat and frozen food depots and refrigerated transport.

## Plan to increase process output

**RED SAILS** Frozen Foods of Clogherhead, County Louth, is to expand its fish processing operations.

According to the Irish Industrial Development Authority — the State body which grant aids new industrial developments and which assisted the company in establishing a 4,000 sq. ft. plant last year — the company's output will be increased by the new plans now underway and they will also result in an increase in exports.

Red Sails is promoted by two Irish businessmen, Seamus Rigney and Derek Younger, both of whom have had previous experience in fish processing ventures.

It employs 50 and handles a range of fish landed at Howth, Cliffrhead and Killeel. The I.D.A., announcing the expansion, said that a total of nearly 900 tonnes of fish was processed at the plant in 1976 and 90 per cent of its products are exported.

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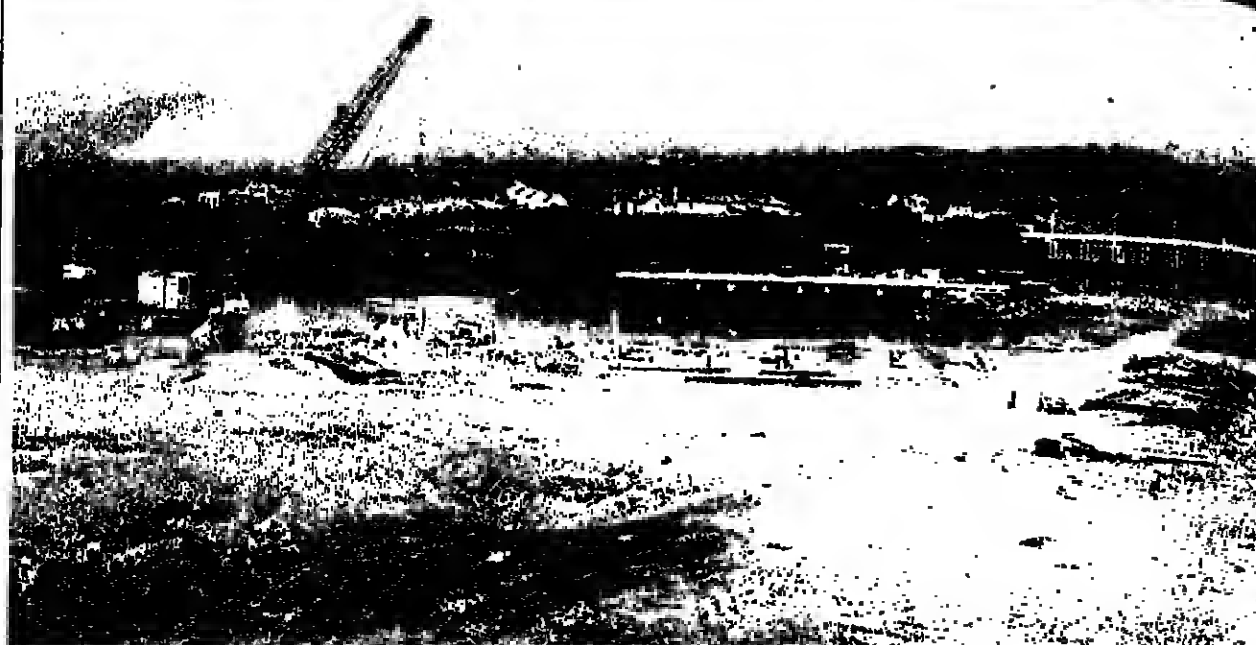
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## FISH HANDLING, processing and marketing



Part of the site on Dinah Island that will be developed into one of the largest fish processing complexes in Ireland. The piers for the Synorlift can be seen in the middle and the new road bridge linking the mainland on the far right.

## SPANISH SETTING UP ISLAND FACTORY

THE GIANT Spanish fishing concern Pescanova of Vigo is to catch and process white fish in the south-west of Ireland.

Plans for the new 'Biranova' project, which have already been agreed by the Irish government and given a substantial grant from the Industrial Development Authority (IDA), involve the building of at least two factories and a sizeable cold store on Dinah Island, which lies adjacent to the port of Castletownbere.

The Irish-Spanish joint venture will, it is understood, occupy about four acres of a 40 to 50-acre fish industry development site on the island.

The first phase of the operation will be the construction of a filleting and freezing plant, packaging station and cold store. The next phase will involve building a factory for breaded fish portions.

## ... joint venture with Ireland

To help provide the bulk of the estimated 6,000 tons of raw material that Biranova will require annually, the Spanish are to send three 95 ft. vessels — named *Frei Pesca I, II, and III*, respectively. They will be working out of Castletownbere, probably under Spanish skippers, but with Irish crews

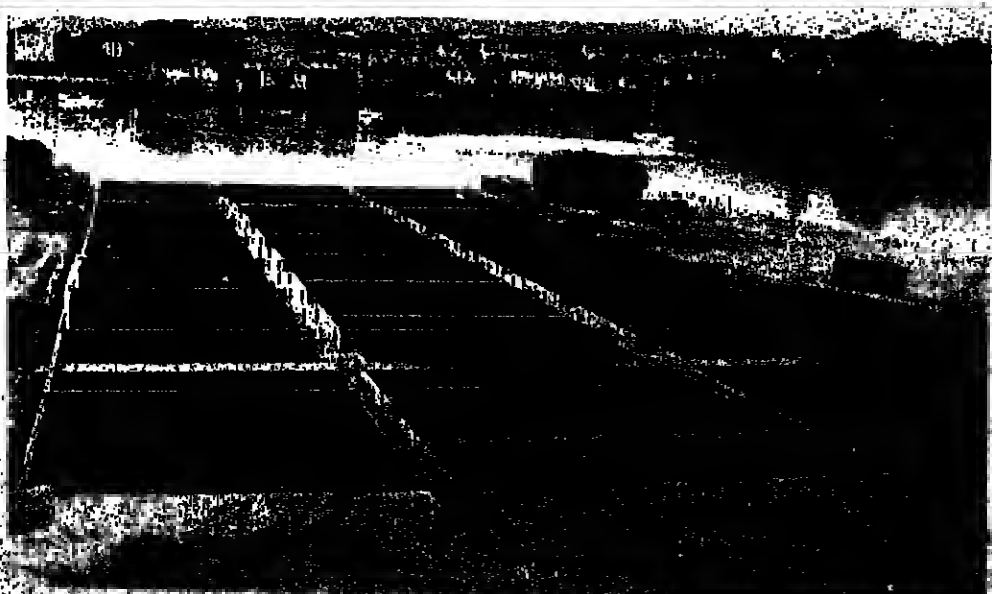
and Irish fishing masters. Castletownbere, 98 miles west of Cork City on the Beara Peninsula, is one of five ports designated by the government for development as major fishing centres in Ireland.

## Shelter

It is situated on a good natural harbour with adequate shelter and close to rich fishing grounds in the south and south-west. It is a central point for trawlers operating from Dingle, Cahirciveen, Schull, Baltimore and Union Hall.

The existing port has already been substantially improved in recent years. But due to lack of space it was decided to sit the main fish processing complex on the tiny Dinah Island, which

Left: one of the timber-hulled vessels tied up at Castletownbere. The port has about 26 local boats ranging in size from around 50 to 80ft. Below: a key feature of the ship repair facility on Dinah Island will be the 230ton capacity Synorlift.



faces Castletownbere across a narrow divide of water. A road bridge linking the island with the mainland was completed in 1973 as the first stage of the project.

Most of the construction work on the new wharf is complete and a 230-ton Synorlift is in position at what will become a ship repair facility. The island site is now being levelled ready for the new processing factories.

It is almost certain that one of these will be a fish meal plant. There is a need for small reduction facilities, more exploratory fishing surveys in the south-west have shown a large resource of industrial species. And there, with, of course, a regular output of waste fish and offal when the processing factories are in full production.

Castletownbere has been making great headway in recent years. It has consistently been placed 5th or 6th in the league of top Irish ports, but a 6,600-ton landing last year pushed it to 3rd place behind Killybegs and Howth.

In five years the value of fish has jumped from £162,000 to £875,000. Its pelagic landings alone were worth £491,000 last year, enhanced by a good mackerel season.

There are now great hopes for the mackerel fishery in the south-west, and sprat and blue whiting resources could well be used in the future.

These coupled with demersal landings of whiting, haddock, cod, ling, hake, sole, plaice, brill, turbot, and shellfish, including lobsters, prawns and crayfish should ensure a relatively healthy raw material supply.

The Spanish are not alone in their interest in grabbing a stake in Ireland's newest fishing centre. According to BIM there have been enquiries from several international firms — including Norwegian company — interested in establishing processing plants on the island.

Castletownbere is now ripe for take off. With the injection of foreign capital, the port has the potential to become a major fishing and processing centre.

## FISH HANDLING.

## New process speeds up test for Mercury

A FAST technique for measuring mercury contamination of fish has been developed which could permit hundreds of tests per week.

Two scientists, Ramon Chvojka and Jurgen Koczak of the New South Wales State Fisheries (NSW) in Sydney, developed the technique, which allows tests for highly poisonous mercury to be done in minutes instead of hours.

A watch has been kept on

trace-element levels and health standards in fish and fish products since 1972.

The new system allows both forms of mercury (organic and inorganic) to be tested at the same time, saving time, labour and materials.

The new find is important as fish is condemned as unfit for human consumption if it contains more than 0.5 parts per million of organic mercury.

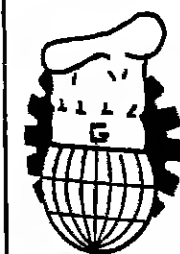
The mercury builds up as

the fish eat each other and the accumulation grows with the fish's size and age.

This knowledge caused the banning of sales of shark more than one metre long in NSW. It is possible that tests on other fish by the new mercury detection technique will result in further banning of sales of particular fish by size and variety.

It may also enable fishermen and fish scientists to identify areas of the coast where fish are susceptible to mercury poisoning.

The two Sydney scientists, Ramon Chvojka (left) and Jurgen Koczak, who have developed a new mercury test which saves time, labour and materials.

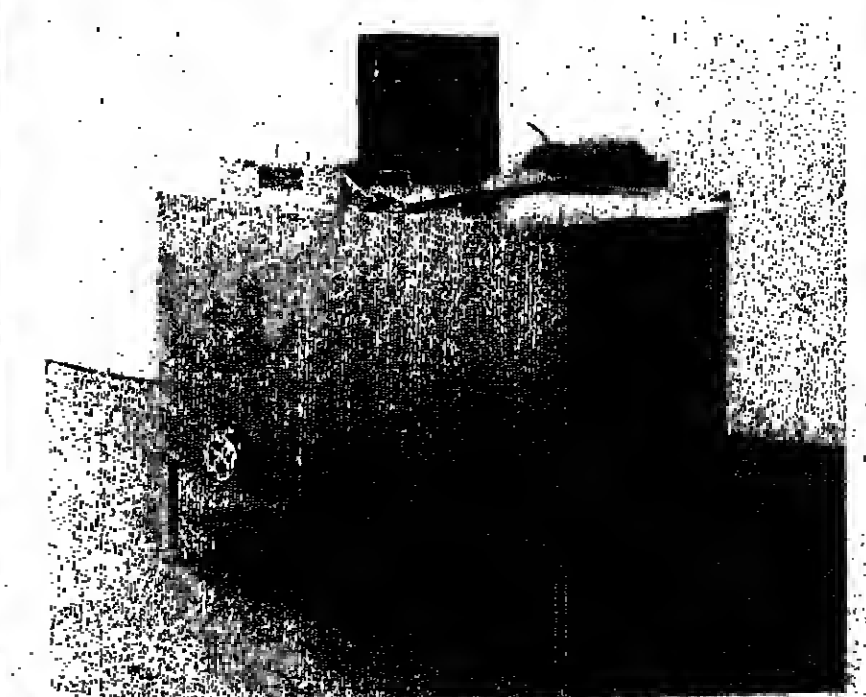


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HARTLAND: The outer of this jacket is in waterproofed practically indestructible nylon and is resistant to sharp surfaces, and is available in navy-blue, yellow, olive-green or red at £18.00.

GIFFARD: The outer here is of water-proofed 4oz nylon and comes in navy blue or olive-green at £15.90.

TROUSERS to match the jackets can be made to order, with or without lining. Both of the above jackets are available with a heavier lining for extra warmth. 'Velcro' sealed pouch pockets for more room, and are marketed as the CROYDE at £18.70, and the LYNTON at £18.10. Prices are inclusive of postage, packing and VAT. Please state chest measurement when ordering.



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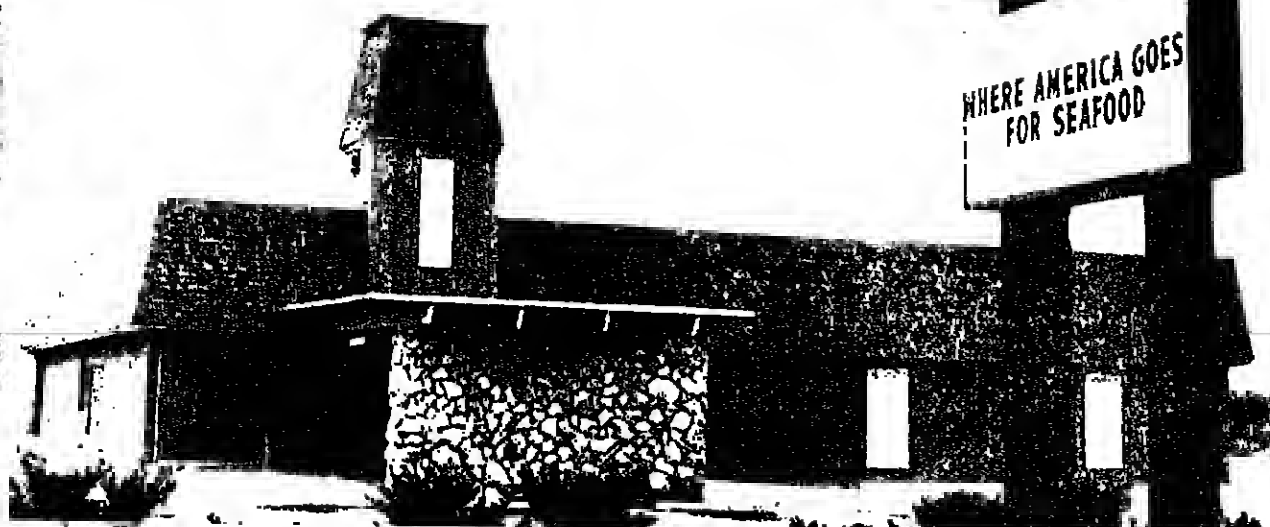


## FISH HANDLING, processing and marketing

## BEHIND THE 'RED LOBSTER'

The world's biggest seafood buyers

COMING to Britain as part of a European tour is a team of fish buyers from the United States who spend over £50m on world fish markets. This fish feeds a unique chain of restaurants in the United States. HARRY BARRETT took a look at this massive operation when he visited the company's base in Orlando, Florida.



IN THE United States people are noted for doing things in a big way. And when they do it the right way as well, then there really is something to be learned.

I found this when I walked into the offices of Red Lobster Inns of America, in Orlando, Florida, just a few weeks ago. Buying fish ranging from Scottish salmon to Argentine grouper, this firm is spending around £50m a year on the world fish

market. What is more startling and an object lesson in marketing, is what they are doing with it.

All this fish is being poured into a chain of fish restaurants. There are now 220 (sorry — 222 — they build one every 10 days) Red Lobster Inns across the United States.

This success has been founded on a strategy aimed at showing people that good and varied fish can be served as a "dining experience" without costing a fortune. "In the fish catering business, we're between the fish and chip diners and the white table cloth restaurants you have", explained a spokesman.

So what do you get for your dining experience? Well, apart from an appetiser which can range from oysters to crab leg cocktail, there is a choice of around 20 main courses.

I dined on 'Shore Platter' which included fried shrimps, scallops, oysters and a white fish fillet, with no sign of indigestion at a bill which clocked up £1.90. Of course I could have gone to the top of the house with broiled rock lobster tails at under £4, or a meat and fish mixture of sirloin steak and broiled Icelandic lobster tails for £3.60.

Enticing the family unit out to eat plays a big role in advertising strategy. There is a special range of menus for the under 10's, which for example, can consist of flounder, fried chicken, fried shrimp and fried oysters served with cole slaw, choice of potatoes and hush puppies (corn bread). All for an incredible 70p.

What makes a 'dining experience' goes beyond the food. Decor of the restaurants is simple and inviting and the service is quick. It has to be when a single restaurant can serve up to 60,000 meals a week.

This huge turnover in meals which could only be achieved in Europe by a self-service chain, is the key to Red Lobster operations.

Alcohol is served... but there is no encouragement for customers to linger with after dinner drinks. Although I was in no way aware of it while dining, I learned later that the waitress is on a three-minute schedule to take down an order and pass it through to the kitchen.

The no frills policy, means no desserts and no table napkins. Table reservations are also taboo. "Empty seats at tables when somebody doesn't show up after hooking is denying space to a paying customer", says Red Lobster.

Built to a standard design each restaurant costs £600,000 to set up. Around 87 people are needed to run a restaurant in which 240 customers can dine at one sitting.

The building of new restaurants is a totally "in house" operation. Once the land has been bought — it always includes ample car

parking — Red Lobster architects and contractors departments get to work.

When the building is complete, an opening team of 12 experienced people are sent to train the staff. Within four days the restaurant is ready for its customers.

There is a heavy emphasis on promotion from within the group. Store management training includes two weeks at the Red Lobster base in Orlando, and 13 weeks in the field, which will cover every job in the restaurant. Each restaurant has two on duty during busy periods.

The heavy corporate image that has become a hallmark of business in the United States is also evident at Red Lobster. While this type of business philosophy might have its detractors, there is no doubt that it adds up to a service customers enjoy. Over 85 per cent of customers are

## FISH HANDLING, processing and marketing

## SIGN

labelled 'returnee' — those who tried it once and came back for more.

Crucial to the continued success of Red Lobster is the problem of soaring fish prices; restaurant efficiency can only go so far and the buying team is prepared to scour the world for fish.

As the largest purchaser of seafood in the world, the company is aware of its position on the market. "We put a huge demand and huge pressure on the rock lobster market. We control 40 per cent of the market and this is not fair to either our customer or us."

Although the company does buy some supplies through brokers, it is quick to point out that it prefers to deal direct with the fish

plants. The main supplies of warm water species are taken from South America while Canada and Alaska are a major source of cold water species.

Tremendous quantities of shrimp are brought in from Mexico and rock lobster from Brazil, Argentina and Chile are also a big market for langoustines.

With the bulk of Canadian scallop production aimed at the United States, big quantities find their way into the Red Lobster restaurants. The North American market is also a big buying area for flounder.

From the Red Lobster buying schedule, there appears to be an insatiable appetite for shrimp. Both brown, white and pink shrimps are taken off Florida and the Gulf of Mexico. This appetite for shrimp has also extended to Red Lobster establishing its own shrimp farm in Honduras.

Snow and King crabs from Alaska always feature prominently on restaurant menus.

With its unique position in the fish buying and catering chain, Red Lobster is in an enviable position of being able to test and influence consumer tastes. And this has been done successfully by replacing high priced cod and haddock with cold water whiting.

With its chain of dining restaurants firmly established, Red Lobster has dropped a

notch in the catering market and is experimenting with a self-service operation. Going under the name of Han-nahan's there are now 30 of these establishments which feature fish and beef.

From menus displayed on the walls, the customer makes his choice of main course and announces it himself into a microphone wired to the kitchen. By the time the salad and dessert are picked up at the self-service counter, the main course has arrived at the cash point.

Red Lobster founders decided on the concept of Quality, Value and Service long before the first restaurant opened in Lakeland, Florida in 1968 and it is still the much quoted theme behind the organisation.

One of the founders and now chairman of Red Lobster, William R. Darden, says the company's rapid growth "is due to the fact that people are eating more seafood now because they realise its nutritional value and it is more available to them".

He adds: "Restaurants such as Red Lobster, which feature a wide variety of seafood every day of the week are relatively new because of technological advances". So while the throbbing night signs proclaim that Red Lobster is "where America goes for seafood", its buyers are travelling the world to provide it.



Inside Red Lobster restaurants is a family atmosphere, and service is fast and friendly.



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without throat cut or with throat cut, head on or head off, on the other hand the heading cut in different variations: — with adhering collar bones or with separated collar bones. For all cutting methods BAADER has the right gutting machine.

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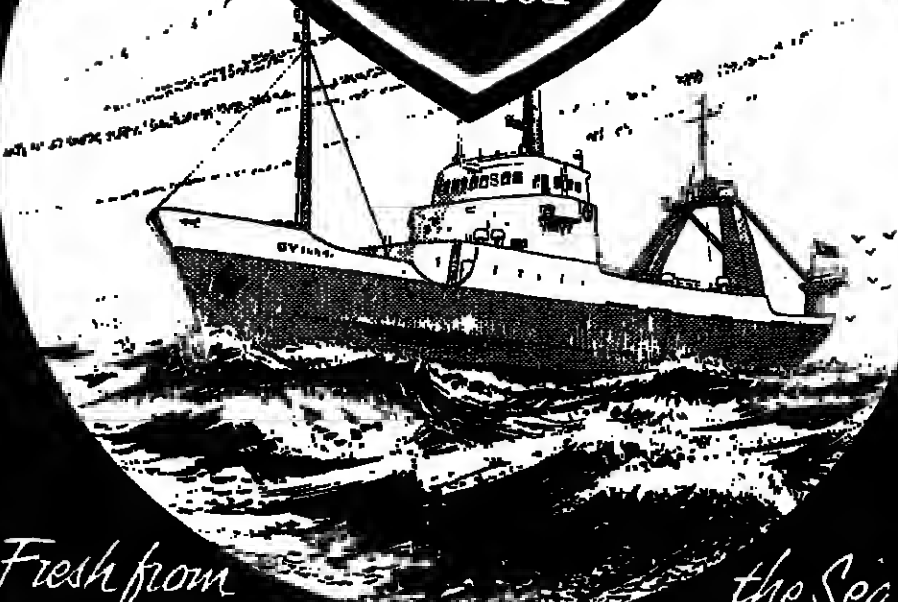
BAADER 166 and BAADER 162 gut with throat cut in different ranges of fish sizes. Both machines are also capable of heading by means of the round cut, the collar bones remain at the fish. Another type of machine removes the head together with the collar bones prior to gutting by one straight cut, that means throat cut and heading cut in one operation, then the machines are called BAADER 160 and BAADER 161.

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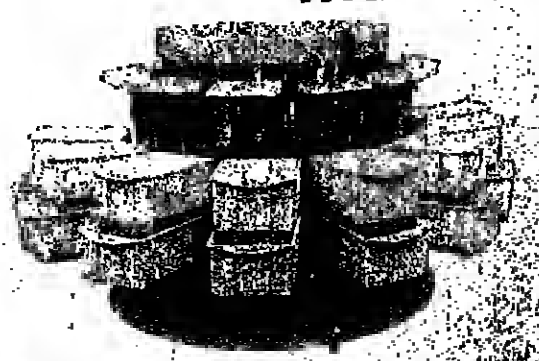


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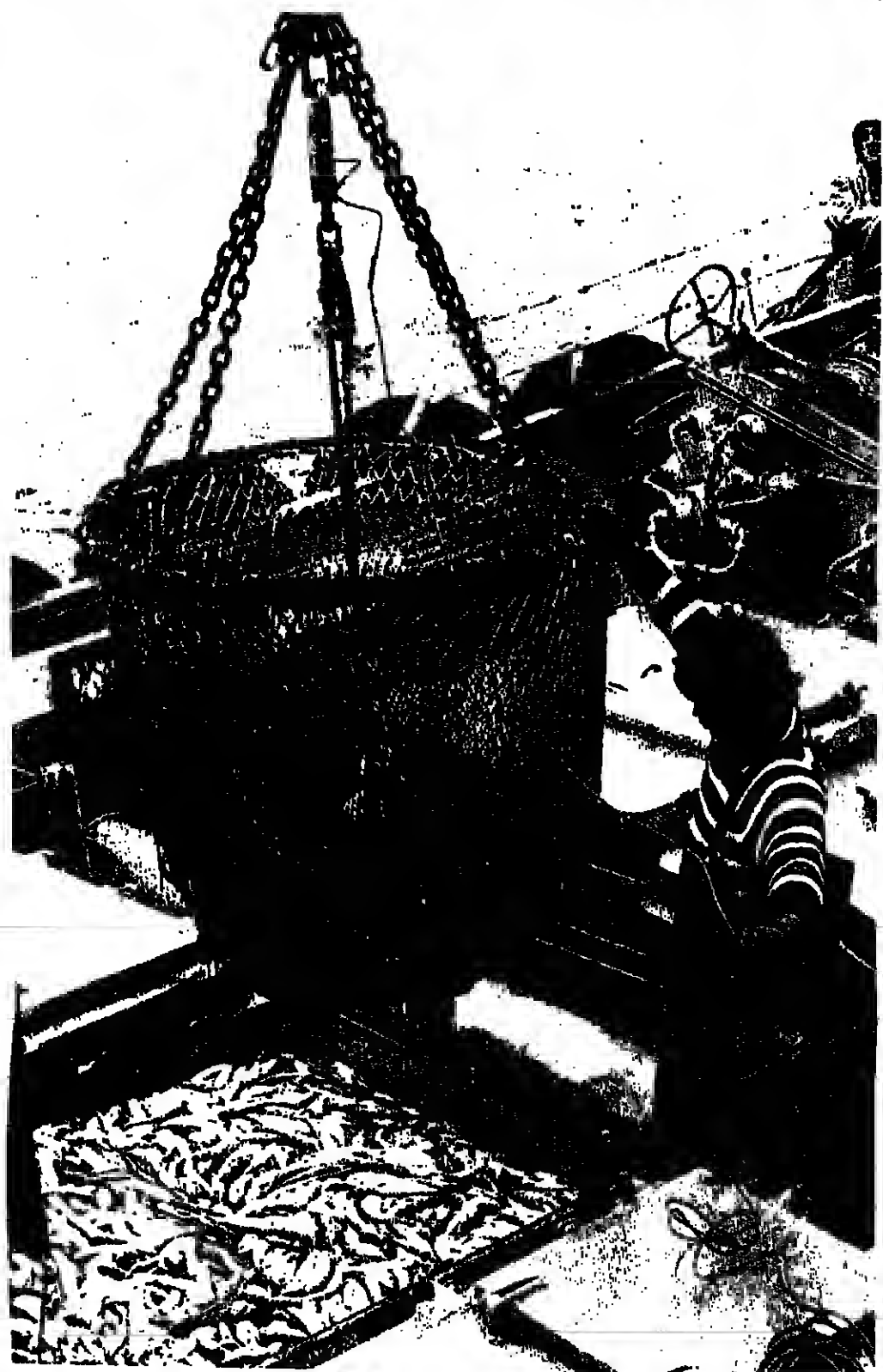


The dishes are available on a take-away basis. Each order is packed to make the food's last.



FISH HANDLING, processing and marketing

## WEA TECHNICAL PROGRESS



THERE is now little doubt that blue whiting will be making a valuable contribution to British white fish supplies in the not too distant future.

Although research and development work undertaken so far has produced encouraging results, the major outstanding problem is the development of suitable machinery for processing this small and relatively soft-textured fish.

The requirement is for a high-speed machine, small enough and cheap enough to operate in multiple parallel fashion, and capable of being operated at sea or ashore. Development work along these lines has been in progress for about two years.

## Skin-off

In the Spring of 1976 the White Fish Authority and Torry Research Station carried out processing trials at Stornoway in the Outer Hebrides, using Areco and Baader filleting machines. Although the Areco machine, a modified CIF/CIS herring block filleter, did the work well, the performance of the prototype Baader 121 machine was encouraging. However, it did not produce satisfactory single skin-off fillets, and these are what are needed for laminated blocks suitable for making fish fingers or portions.

During the remainder of 1976, the Baader company, at its factory in West Germany, proceeded to modify the prototype 121 machine to improve its performance for the next season's trials. Nordre/Finland, meanwhile, continued with development work on their Areco SFA processing line incorporating the CIF/CIS machine, this being aimed at processing

**THE prospects for blue whiting making its mark on British markets are looking good. This report from the White Fish Authority reviews the progress of development work to date and points out some of the problems still to be overcome.**

thawed sea-frozen blue whiting.

In parallel with this work, the WFA Market Development Unit continued with its blue whiting acceptability trials in different sectors of the catering market. A series of nine public consumer testings, involving two thousand housewives, was also completed and analysed.

The results from these trials to date point firmly to the fact that blue whiting is widely acceptable among consumers and that its catering potential fully justifies expenditure incurred in the development of processing machinery and techniques of handling.

Following modifications to the Baader 121 filleting machine it was again lent to the WFA for further processing trials in the Spring of 1977. The main purpose of the trials, which were again held in the Rolf Olsen factory at Stornoway, was to complete the development of the Baader machine and to produce fillet material for evaluation.

It was originally planned to start the trials in late February and continue until early June, allowing approximately five weeks for development of the Baader machine and six weeks for production. Unfortunately, however, the Baader machine (the only one in existence) was not available until the

end of March and then, in mid-May, had to be released to the German High Seas Fisheries Institute for evaluation on the research vessel *Walther Harwig*. Only eight weeks were available for the trials.

## Surveys

Two vessels, the 103 ft. *Hebridean* (Skipper A. Anderson) and the 153 ft. *Crystal Palace* (Skipper D. Wilson) were chartered by the WFA to land blue whiting at Stornoway at the beginning and middle of each week.

Both vessels were also engaged in survey work and exploratory fishing, particularly during the early part of the trials when relatively small quantities of fish were needed for machinery development.

However, exceptionally bad weather and mechanical breakdowns considerably hampered the trials in the first few weeks.

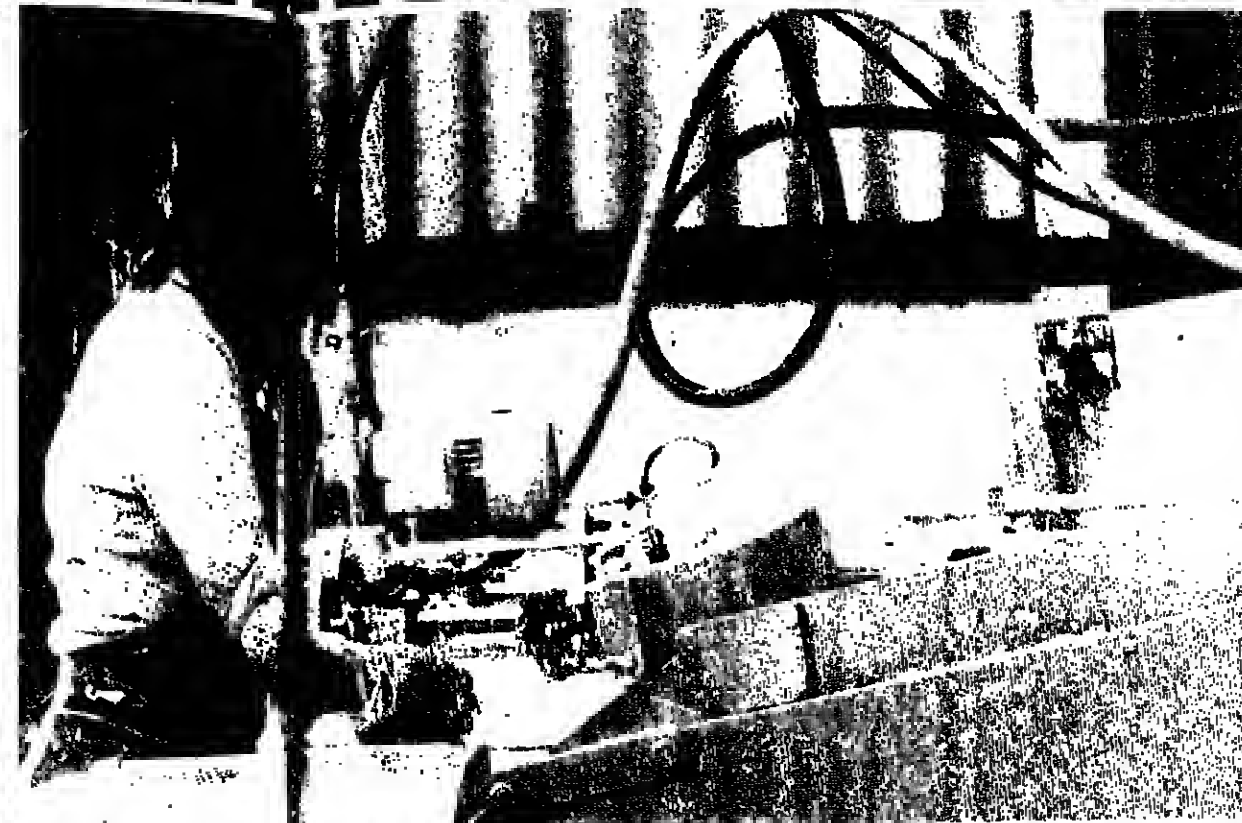
Because of these problems the trials were later contracted to the pair team *Vigilant* and *Boat* (Skippers W. and A. Bow) (Skippers A. Andrews) and the pair team *Vigilant* and *Boat* (Skippers W. and A. Bow) (Skippers A. Andrews) and the pair team *Vigilant* and *Boat* (Skippers W. and A. Bow) (Skippers A. Andrews).

Below: *Pathfinder* heads into the sea, with a dipnet for the purpose of catching small fish. The 88 ft. purse-seiner, *Pathfinder*, was chartered by the WFA to land blue whiting at Stornoway at the beginning and middle of each week.

Continued overleaf

FISH HANDLING, processing and marketing

## BLUE WHITING: 'WE'RE WINNING'



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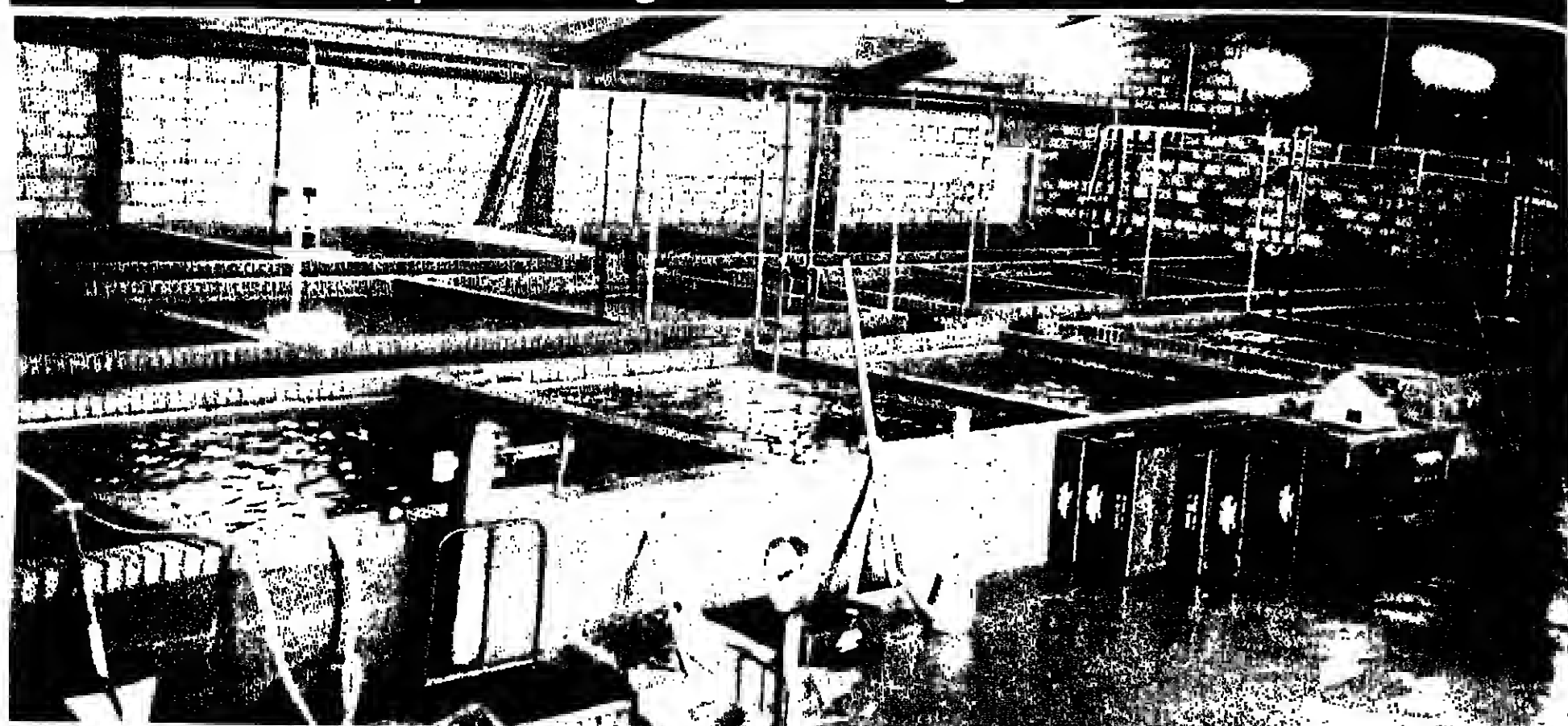


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## FISH HANDLING, processing and marketing



# Lobster ponds boost export prices

EARLIER this summer one of the country's largest and most sophisticated lobster storage plants began operations near the small Fife village of Crail in Scotland.

With capacity to store 24-tons of live lobsters, Homlob Ltd. is able to offer fisherman consistent prices and maintain a continuity of supply to Continental outlets.

Robert C. Wilson told *Fishing News* that the factory is perhaps the largest unit of its type in the UK and is certainly the most complex. Explaining the advantages of lobster storage Mr. Wilson

said: "Most buyers have to send live shellfish abroad straight away because they are unable to store it. Big Continental firms with

storage facilities buy up UK supplies when they are cheap and then sell expensively. If the UK had more storage installations it would bring bigger profits into the country."

"Lobsters must be stored and transported live because they fetch by far the best prices on the Continental markets."

Fife is an ideal place in which to store shellfish as the seawater is pollution free and has a good standard of salinity, Mr. Wilson added.

Facilities at the plant allow water in the storage tanks to be maintained at a low temperature and its oxygen supply at a high level, so that lobsters can be stored over a period of months in order to stabilise supply. The factory is also well placed in relation to airways and good roads.

Lobsters are bought from all over Scotland, with some of the heaviest supplies coming from the West Coast and Fife. Smaller quantities are also bought from a few English ports including Whitehaven and Portsmouth.

Big demand from the Continent has enabled the firm to give the fishermen good prices.

Although Homlob buys on the open market, a number of vessels are landing regularly for the firm including six or seven in Fife.

Landings per boat per creel have been heavier in the Fife area than off the West Coast recently, but Mr. Wilson says that there appears to be no shortage of lobsters in Scottish waters.

Homlob is taking supplies from two big well-boats from the Channel Islands now landing at Peterhead. Able to fish well out in the deep water for the really big lobsters, these vessels stay at sea for a fortnight or so.

Homlob Ltd. is the result of some two years planning by its directors and workers are drawn from the local area. Two other directors, Mr. Peter Hill and Mr. Robert

Aspinall, both from London, are also involved in the venture with Mr. Wilson.

Mr. Hill is concerned with the export side of the business and Mr. Wilson is mainly involved with the running of the factory.

The premises are set on a two acre site where there is ample room for future expansion.

Some 30,000 gallons of seawater are circulated through a reservoir and the 24 individual storage tanks. As the water is pumped up from the sea at a rate of 600 gallons per minute, it can be completely changed at each high tide.

Sophisticated machinery also allows the oxygen supply in the water to be maintained at a high level. The building itself is well insulated and hygienically designed to keep lobster diseases, which occur at a high temperature, to a minimum.

Building work was by the local firm of McDougall, and all pipework in the plant was supplied by William Ruthven.

Robert C. Wilson, managing director of the Crail firm Homlob.



Homlob Ltd.'s lobster ponds can store 24-tons live. The firm's managing director, Robert C. Wilson, says most ponds should be set up in the UK as continental firms buy lobsters at low prices and store them to make a profit.

ford of Perth. Three Golden pumps are electrically driven but can be powered from a Lister diesel engine in the event of electrical failure.

Although lobsters are the mainstay of the firm's activities, it also handles other shellfish.

Currently, big supplies of winkles are being bought weekly from hand pickers in Scotland and meet keen demand from France, Spain and Holland.

Crabs are supplied to the Inverbarrow processing plant of Highland Seafoods Ltd.

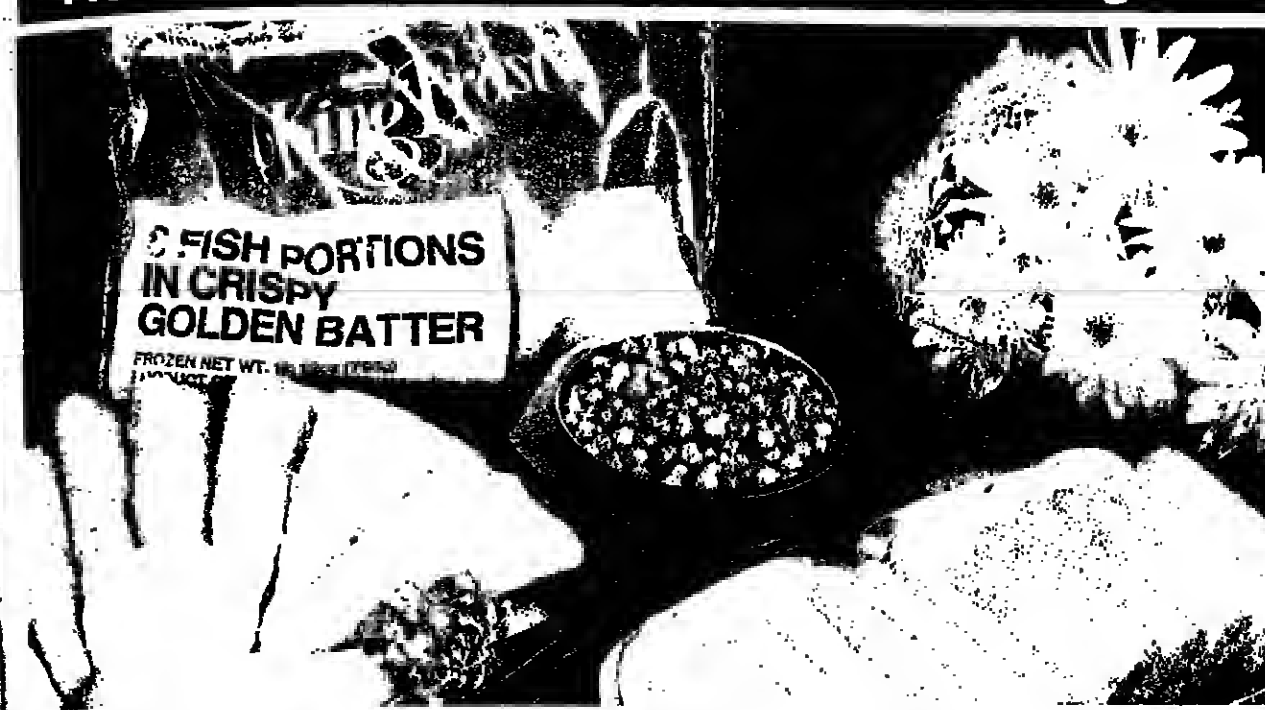
Lobsters are sent mainly to France, Belgium, Norway, Germany, Holland and Spain.

Frozen mackerel can also be stored at the factory for use as bait by the lobster fishermen.

The Glenrothes firm of ESR Refrigeration supplied the refrigeration units, and Homlob also plans to freeze lobsters as there is occasionally a good market for them.

Although lobster freezing is not carried out extensively in the UK, the firm has been asked by some of its customers to supply a few tons.

## FISH HANDLING, processing and marketing



## FISH FIRMS AT FESTIVAL

### Exhibition focus

NINE major frozen fish firms will be exhibiting at this year's Frozen Foods and Freezer Festival to be held at the West Centre Hotel in London from October 2-5.

Sharon Evans, one of the organisers from Eagle Exhibition Consultants Ltd., said: "The festival is an expression of confidence by the frozen food industry. We hope it will help attract a lot of people to frozen food now it is recovering from a period of difficulties in supply and marketing."

Ross Foods Ltd. will be displaying a "Money-saver" stand with menus showing ways of keeping meal costs down. It will also be showing a new idea called the Ross Fish Shop, which aims to introduce a traditional fishmonger's choice into supermarkets. It will be packaging frozen fish fillets in the same way as supermarkets pack meat.

Other exhibitors will be Birds Eye, Brakkes which is emphasising a new range of hake products, Fish Products (Grimsby) Ltd., D. A. Macrae, North Wall Fish Ltd. and A. Wakefield & Co. This firm will be showing its Purdy Seafood range.

Representatives from each firm will answer questions and food samples will be on display for visitors to examine and taste.

Set for a launch: Young's Batter-Crisp Cod Portions.



## Fair aims to go world-wide

FISH will be prominent at the International frozen food exhibition and conference to be held in London next June.

The exhibition organised by Graham Kemp Associates and Industrial Newpapers Ltd., is the first of its kind.

There will be a one-day session on fish and its effect on frozen food supplies.

The exhibition will be held at Olympia from June 25-28 and there will be a conference with over 600 delegates from USA, Europe and the Far East, running in conjunction with the exhibition. The conference will be at the Royal Lancaster Hotel.

"It will provide a unique chance for people connected with the frozen food business

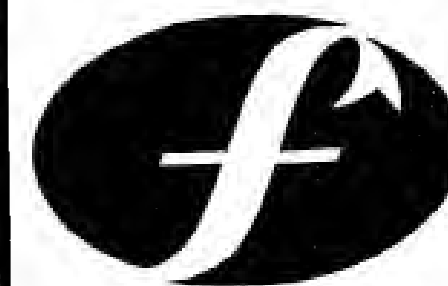
to sea, and learn about world wide developments in the frozen food industry.

"We hope it will be a success and with 2/3 of the 5,000 sq. meters at Olympia already spoken for it looks hopeful," said Mr. Kemp.

"As well as the day given to fish at the conference there will also be a half-day workshop showing the importance of the fishing industry to the frozen food industry, and how they can help each other."

By early September, more than half the ground floor space at Olympia was reported sold.

Further information about the exhibition and conference can be obtained from Food Focus Ltd., Queenway House, 2 Queensway, Redhill, Surrey, RH1 1QS.



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## FISH HANDLING, processing and marketing

# TOP SEINER TAKES ICE PLANT TO SEA

THE 80ft. seiner *Argonaut IV* skippered by Davis Smith of Anstruther is the first Scottish seiner to be fitted with a fishroom refrigeration system and flake ice makers from Promac of Holland.

Skipper Smith has fitted the equipment because he believes that quality of the catch will become of even more paramount importance as fish become scarcer. Also, he will be able to operate independently of shore-based ice plants.

Main contractor for fitting the equipment was the St. Monans boatyard of James N. Miller and Sons, now part of the Merseyside firm of McTay Marine.

The work has been done under the guidance of Mr. G. J. Monaghan, sales manager with Morep Ltd. of Halifax, Yorkshire.

The refrigeration system incorporates 16 cooling evaporators to maintain the fishroom at a temperature of 2 deg. C. even in Summer.

### Flake ice

Two ice makers are mounted port and starboard in the fishroom and each can make at least one-ton of flake ice per 24 hours from fresh or seawater.

Power for the compressor, which is fitted in the engine room, is provided by the boat's existing 110V electrical supply. The refrigeration system and the two ice makers can be operated simultaneously or independently.

No major alterations to the fishroom were necessary as it is already insulated on sides, deckhead and bulkheads, foam lined with aluminium sheet. The floor is concrete.



Tuba Cooling evaporators to maintain the fishroom temperature on *Argonaut IV*.

The White Fish Authority and Roy Curries, from the Industrial Development Unit at Hull, will sail with *Argonaut IV* on her first fishing trip with the equipment to carry out fish storage temperature tests. He will visit the boat regularly to follow her progress and, at the end of six months, the WFA will prepare a report.

Miller of St. Monans, under yard manager Alec Stephenson, has handled the plumbing and carpentry work in fitting the equipment. Engineering and electrical work has been done under sub-contract to Miller by Richard Christie and Co. and R. R. Bett and Sons.

Refrigeration engineering was handled by Morep's service engineer in the north-east of Scotland, Charles Tait, together with Promac engineers flown from Holland specially to commission the plant.

The cruiser-armed and steel-hulled *Argonaut IV* was built last year by Campbelltown Shipyard and, during her first 12 months of fishing, she landed catches worth over 2400,000. She fishes in the North Sea and

lands the bulk of her catches at Aberdeen.

Promac ice makers and fishroom refrigeration equipment are also being fitted to the former Aberdeen trawler *Mount Royal*, now having a major refit in Peterhead for her new owners David and Albert Reid.

### Ordered

A refrigeration system has also been ordered for an 86 ft. wooden-hulled trawler under construction at the Seahaven yard of J. and G. Forbes and Co. for Skipper Tom Ferguson of Elre.

Owners in Newlyn, Cornwall, have placed an order for a refrigeration system for an 83ft. long liner and trawler from the McTay concern.

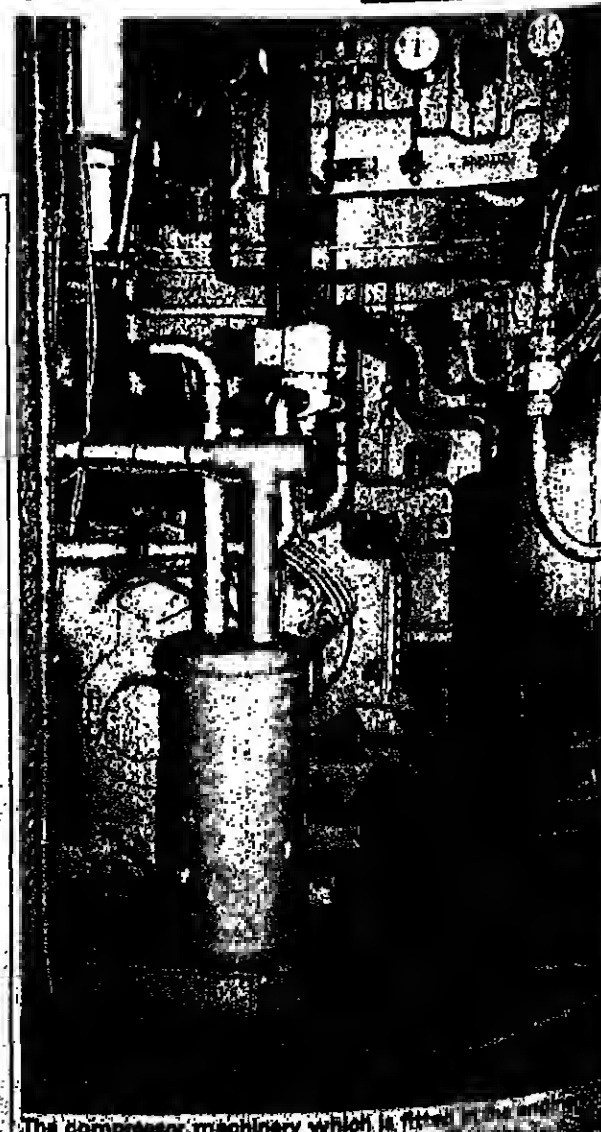
Morep says that other skippers are seriously interested in both the fishroom refrigeration and ice making systems.

## Wasteful fishing

SHRIMP fleets working in the Gulf of Mexico are discarding by-catches which are equivalent to the total Mexican fish landings. Now an FAC project has been set up to find ways of using the wasted fish, in conjunction with South American countries.

Some of the work done so far indicated that this catch is suitable for the production of soluble fish protein concentrate, which could be incorporated in human food and animal feeds. Experiments are also taking place with on-board fish meal and oil plants.

Work has also been done on the selling of mixed fish to help in problems arising from the mix of the catch.



The compressor machinery which is fitted to the boat's 110V system.

## FISH HANDLING, processing and marketing

# New system cuts costs and time product line

THE productivity of white and smoked frozen fish packaged by Rose Forgrove's has increased four times over. Annual throughput is almost 1000 tonnes, for the new G. Law (FC) Ltd.

The benefit for the Scottish company comes in switching from hand filling pre-formed pouches to the new automatic system. Besides the sharp rise in productivity the change has also eliminated a labour-intensive task and brought about a saving of two-thirds in the labour used for the job.

The manual line employed nine girls, now only three are needed. In addition to cutting labour costs the RF 350 has also helped to overcome the difficult problem of obtaining labour in a North Sea oil town. Another advantage is that the individual pack cost of the new system is half that of the pouch line.

Law, who describes the economics of the new system as 'exceptional', says the new presentation is markedly better and that production is

non-stop apart from changing prices and tickets.

The system consists of the RF 350 which is linked via a 'V' type conveyor to a pair of Berkel weighers. Two Berkel machines are essential to pace the RF 350, which at 75 packs a minute is running at about two thirds of its capability. The weighers automatically calculate the price of the contents, which vary in weight from between 7 to 14 oz, and then print and fix a weight/price label to the pack. The wrapped trays are alternately diverted to each of the weighers by a sensing device.

Then they are loaded with fish for blast freezing end brought to the RF 350 for wrapping. The machine transports them into a tube of wrapping material, formed

inside a folding box. The edges of the tube are fin-sealed together on the base of the pack, and a rotary crimp head seals the tube between the products and separates the packs. The result is that the contents are seen clearly at the point of sale, as the top surface is unobscured. From the delivery end, the wrapped trays are collated, placed in outer and held in cold store for despatch.



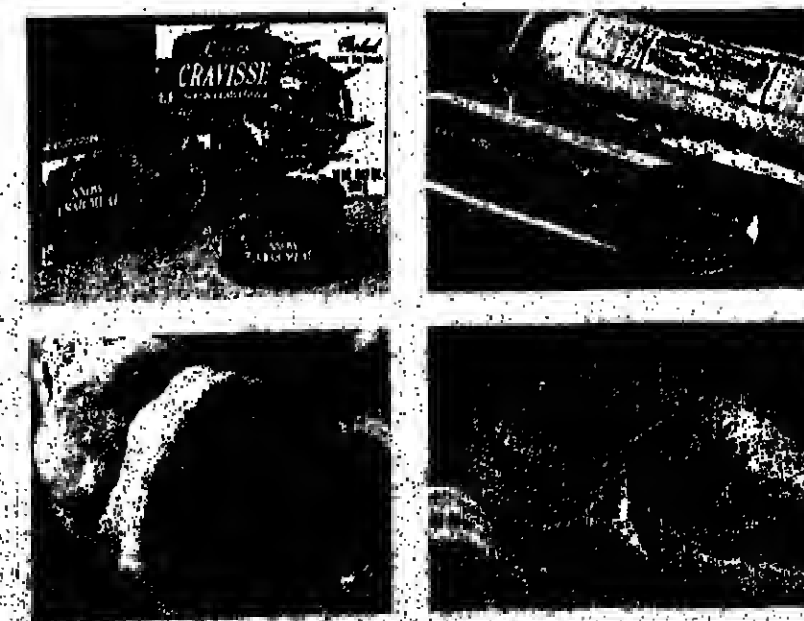
The new fish packing machinery at Rose Forgrove Ltd.



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## Wet-fish shop on wheels



THE first of a number of mobile wet-fish shops (above) have just been completed.

The vehicles, built for Island Trawlers Ltd., by Wilsdon and Co., of Solihull, West Midlands are to enable the sale of wet-fish.

They are mounted on a Leyland Sherpa chassis cab and fitted with a wheelbase extension.

They each have customer entry doors and serving counters, with a large

glass fibre insulated and refrigerated counter unit. Containers are fitted within the vehicle for carrying quantities of chipped ice for use on the display counter and provision is made for melted water to be drained into a waste water tank.

The interior of the vehicle has been built for easy cleaning and to meet the hygiene regulations, with a hot water unit for the sales people, even with all of this there is still plenty of space for a storage unit.

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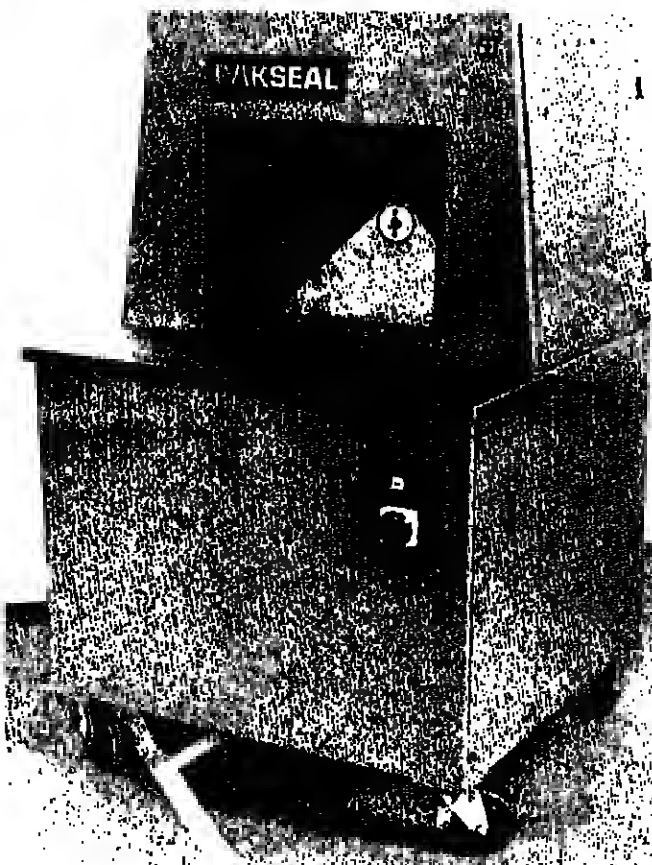
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## FISH HANDLING, processing and marketing

# NEW STRAPPER

## Product line



The new Pakseal Rotant Marina.

A NEW version of the well-proven Pakseal Rotant fully-automatic strapping machine, has just been introduced to the U.K. by Pakseal Industries Ltd., Maidenhead, Berkshire.

Known as the Rotant Marina, it was developed originally for use in the French oyster industry and more than 40 machines are now in operation on the Continent in various branches of the marine food packing industry.

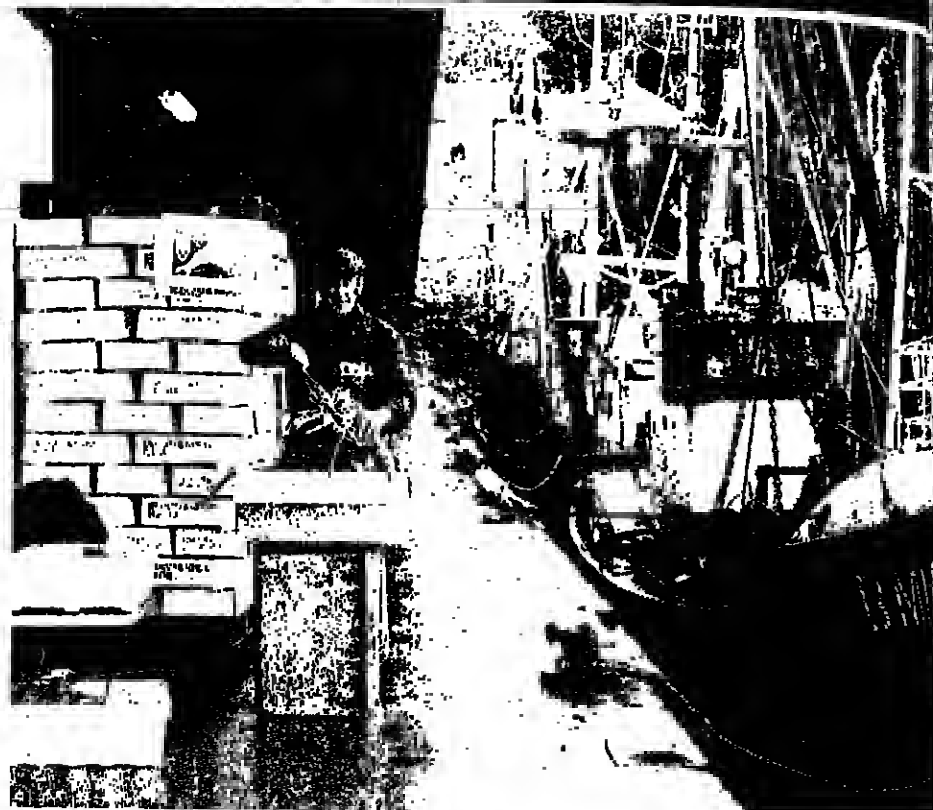
Operating from single-phase supply, the Rotant Marina is a compact and portable machine with a total of only 500-lb. All electric parts are in a completely water-tight compartment, and throughout the machine materials which will withstand the corrosive effects of salt water have been used.

The sealing mechanism, is, chromad and many other components have a protective plastic coating.

### Automatic

The machine uses a 5mm. or 9.5mm. polypropylene strapping material, which is automatically placed and tensioned around the pack before being secured by means of a strong heat seal.

It has an operating speed of up to 44 straps a minute, depending on pack size, and can be provided with foot or knee operated controls to activate the strap application, tensioning and sealing mechanisms.



## LIVE SHELLFISH BOXES

DEVON fishermen are using Bowater solid fibreboard cases to pack live shellfish for export to France and Belgium.

Each case holds up to 56lb. of lobsters, crayfish or crabs packed in layers of straw.

The fibreboard boxes are delivered flat with side-stitching only from Bowater's Containers Summerstown plant to Brixham and Torbay Fish Ltd. the fishermen's co-op. The case bottoms are stitched, the live cargo packed and the tops tape-sealed on the fish quay.

Sealed packs are air-

freighted to the French market from Exeter, or shipped from Plymouth to Roscoff, Brittany, and onward throughout Northern and Western France. Exports to Belgium and by insulated road transport to Dover and are shipped across to Ostend.

## 'Fresh gloves'

A NEW deodorant which claims to prevent the formation of odours inside industrial gloves is now in use.

'Actifresh', is being used in the production of industrial PVC gloves supplied by the British firm of John Ward & Sons (Stourbridge) Ltd.

Produced by British Sanitized Ltd., in Leicester, the bacteriostat and fungistat deodorises the insides of gloves, and if the gloves are to be used by more than one person it reduces the chances of infection caused by germs and skin infections.

# NEW

## se as

## erts'

three to four to the pound in weight, but the majority are so small that about half the catch has to be put back overboard.

Skipper Bowman, who is vice-president of the Pittenweem Fishermen's Association and the Firth of Forth Fishermen's Association, pointed out that shippers do not like to land prawns that are any smaller than a count of 25 to the pound.

### Costs

Most of the prawn boats are doing very well, even though operating costs have increased enormously.

Built by James N. Miller and Sons of St. Monans 18 years ago, the 53ft. Integrity is powered by a 114 hp Gardner engine and is typical of vessels in the prawn fleet, which is largely composed of lower-powered wooden boats in the 40 to 55ft. range.

There are two or three more modern prawn boats of unconventional design.

One of these is the 50ft. steel stern trawler St. Adrien built in 1970 by Campbelltown Shipyard for Skipper David Tod. Powered by a 178 hp Cummins engine and equipped with a combined winch and net drum, it is working the prawn fishery with a bobbin trawl to enable him to fish on the more broken ground.

Skipper Tod said that although this allows the boat to find some of the bigger prawns the net is more easily damaged.

Prawn boats work overnight and land every morning and the grounds extend from South and East of May Island to well up the Firth of Forth.

### Crew

A local byelaw permits boats of less than 55ft. overall to trawl for prawns well along the South side of the Firth as far up as Leith.

As the prawns do not have to be tailed, the boats can work with a crew of only three or four.

Some 15 vessels in the 50 to 55ft. range concentrate on bobbin trawling for white fish.

Bobbin trawling was introduced to Pittenweem in the early 1960s by Skipper David Dick and the 114 hp wooden boat Florisco. This vessel gained popularity as the prawns became less plentiful on the local seine net grounds and in keeping with the need

for a stouter and more powerful boats able to work the trawl more effectively, almost all the vessels in the present fleet have been built during the last five or six years.



One of the largest is the 60ft. steel vessel Ocaon Herald 11 built in 1975 for Messrs John McBain Snr. and John McBain Jnr. Powered by a 300 hp Volvo engine she is fitted with a full range of hydraulic gear handling machinery including split trawl winches, net drum, power block and seine winch.

She was the second vessel to be completed by the two-year partnership of McTay Marine of Merseyside and James N. Miller and Sons of St. Monans, with McTay building the steel hull and Miller handling the design and fitting out work.

Almost all the other bobbin trawlers are wooden vessels and many were built by Miller of St. Monans or by Gerrard Bros. of Arbroath.

During the early days of bobbin trawling from Pittenweem, the boats rarely worked more than 60 miles from port but now an increasing scarcity of fish is causing them to push further



Above: prawn boats tied up at Pittenweem. These vessels work overnight and land their catches in the morning. Below: Skipper Bill Boyter, one of the port's leaders.



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### 88 foot Stern Trawler

25' Beam x 12'-3" deep. Engine situated forward or aft up to 1000 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 145 cu. m. In addition there are three sea water tanks fitted and ships up to 70 cu. m. Accommodation in forward shelter deck for up to 9.

### 115 foot Shelter Deck type Trawler

28'-8" Beam x 12' deep to main deck. Engines situated aft up to 1400 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 220 cu. m. Enclosed working area under shelter deck for gutting, freezing machinery, etc. Accommodation forward for 15.

### 86 foot Part Shelter Deck Seiner

Forward shelter deck forms a complete enclosure for accommodation and working. All deck gear including rope reels and power block situated aft of shelter deck. Beam 24'-0" depth 12'-8". Engines situated aft up to 850 B.H.P. with C.P. propeller. Fishroom lined with G.R.P.

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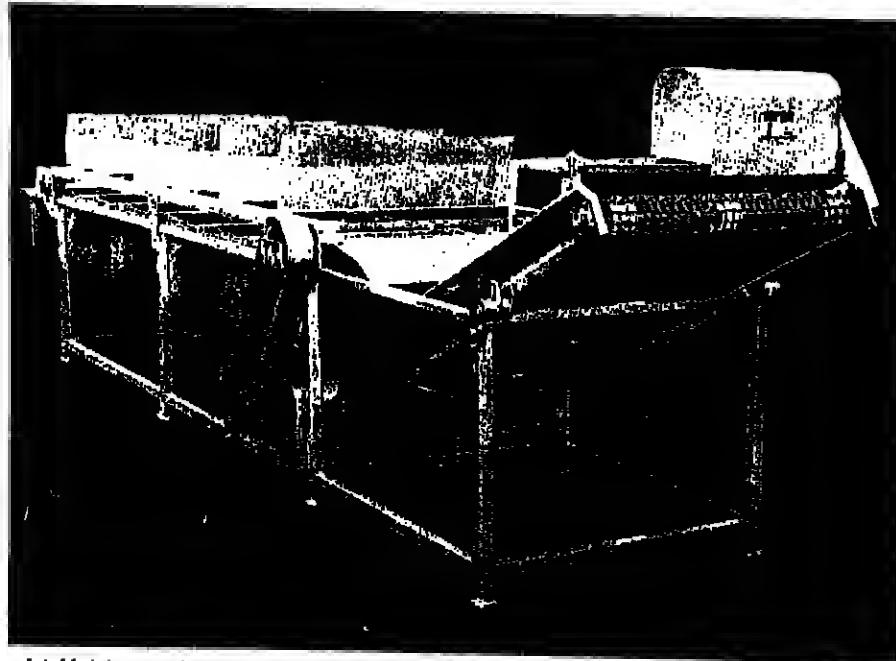
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From Page 25.

out. An average catch for three days work on the more distant grounds amounts to some 200 boxes of haddock and whiting.

Until recently the majority of skippers preferred to sail back to Pittenweem with their catches, but this year a new trend has begun to develop.

Some of the boats which have been working as far north as the Turbot Bank off Aberdeen and as far out as the Swathway some 140 miles ENE of Pittenweem, have been landing regularly at Aberdeen. This has brought about a dramatic drop in the amount of white fish coming into Pittenweem.

Unofficial figures show that up until the end of August this year, just short of 39,000 cwt. was put ashore as against some 51,000 cwt. during the same period in 1976.

Shortage of fish on the Pittenweem market has pushed demand so high that the value of white fish landings during the first eight months of this year amounts to some £784,000 showing a slight increase over the

# PITTENWEEM

£743,000 during the same period in 1976.

Opinion as to whether or not this situation is beneficial to the fleet remains divided.

Although those working from Aberdeen are faced with higher landing costs, they economise on fuel and benefit from proximity to the grounds. Also demand for fresh fish is generally good in the north east Port.

There are also some who think that prices at Pittenweem could fall below those at Aberdeen if boats landed at home regularly. Others argue that demand at Pittenweem would remain high even if all the boats were fetching their catches home.

Certainly those which have landed at Pittenweem this year have benefitted from the extra keen demand and even small haddock has not fallen below some £18 a box.

With the approach of winter, however, some of the

trawlers are working more locally and are landing at home as the supply situation is becoming less erratic.

Local buyers have been severely hit by the scarcity and on occasions have bought extra supplies from Aberdeen and Peterhead at prices less than they were having to pay at home.

Mr. George Gourlay, a director of David Gerrard, wholesale fish merchants, told *Fishing News* that buyers were lucky this year if there were 700 boxes of fish on the Pittenweem market, whereas in former years as many as 1,400 have been landed in one day.

## Hawkers

Although there are two or three wholesale firms which buy locally, Pittenweem is essentially a 'hawkers' market.

Some 20 to 30 small local merchants buy amounts of

fish varying from three in four haxes up to 15 or so for retail outlets all over the central belt of Scotland as far afield as Glasgow, Dundee and Edinburgh.

David Gerrard is the largest wholesaler and sends supplies south to Hull and Grimsby. It is a family owned business which has half shares in five local boats and also operates a chandlery business.

At one time, seine netting was the chief method of white fish catching from Pittenweem, but now only two or three seiners are fishing full time and one or two more carry it out for part of the year.

Although in the summer some of the seiners work further afield, the 'Wee Benkie' 20 miles East of Pittenweem is a popular ground. Skipper Tom McBain of the seiner *Ocean Hunter II* said that this is a good spot for plaice but they are getting smaller and less plentiful.

An average catch for a seiner on the Wee Benkie was 40 boxes a day of which about half will be plaice, he added.

Good Design II (Skipper John Watson) has fished as far out as the Dogger Bank and the North West Rough and has landed sometimes at home and at other times in North Shields. She has now switched to trawling for the winter.

She has just been fitted with a set of Rannine seine rope reels. Skipper Watson said he has chosen these to enable the boat to carry both seine net and trawl gear.

The reels are fitted on the port side to balance the weight of the trawl gear on the starboard side.

Drift net fishing for herring is virtually a thing of the past among Scottish vessels, but Skipper Alec Hutt of the prawn boat *Paragon III* actually worked this method as recently as last year.

He bought his present boat second hand from Eyemouth early last year and spent the summer drift netting from North Shields and the Isle of Man, although he said that herring was less plentiful than in former years.

With his previous boat *Paragon II*, Skipper Hutt had

used the drift net for a number of years.

Pittenweem harbour which was deepened in 1953 can be entered at most stages of the tide, but is a bit difficult for some of the larger boats at low water. Skipper Watson has applied to the local council to have a breakwater built to make the harbour safer to enter in south-easterly wind. This would also like the harbour to be deepened by six feet.

## Co-op

Shore facilities are generally very good for the fleet.

Catches are sold by the Fishermen's Mutual Association (Pittenweem) Ltd. which is a co-op founded in 1948 and now has a total of 104 vessels on its books.

Manager Mr. William Hughes told *Fishing News* that the Association supplies boxes and fuel and handles marine insurance.

The FMA also runs a chandlery department at Mr. Hughes said that it is made by J. and W. Stewart

Musselburgh seem to be very popular with the fleet.

Pittenweem Ice Ltd., opened five years ago, is owned by 40 share holders including fishermen and merchants. The plant utilises York and Atlas ice makers. A heavier power cable has just been fitted so that all the equipment could work simultaneously if required, and produce 40-tons of flake ice daily.

Other firms in the area which cater for the fleet include: fuel oil suppliers Bass Rock Oil Co.; engineers Richard Christie & Co.; electricians R. R. Bett and Sons and McKenzie Electronics.

A consortium of fishermen and shore personnel have bought the Dundee engineering firm of Graham Ferrier which was recently put up for sale. This firm makes drive systems for winches and supplies boxes and fuel and handles marine insurance.

Skipper David Tod, who is chairman of the new company, said that the firm plans to set up an advance factory in Anstruther and hopes to open an agency for rope reels and to generally expand its facilities for fishing vessels.

## Addition

St. Monans is well known as being the home of the centuries old boatbuilding and engineering firm of James N. Miller and Sons Ltd., which has recently been acquired by the Merseyside firm of McTay Marine Ltd.

A new £100,000 slipway has been completed at St. Monans to provide a much needed repair and overhaul facility for the local fleet.

Miller is now fitting out the 76ft. steel seiner-trawler *Ocean Triumph II* for Skipper Ian Murray of Pittenweem.

Skipper Murray is one of a number of fishermen from Pittenweem, Anstruther and St. Monans who rarely, if ever, land their catches in Pittenweem.

The majority of these skippers own larger vessels which work from Aberdeen or North Shields all the time.

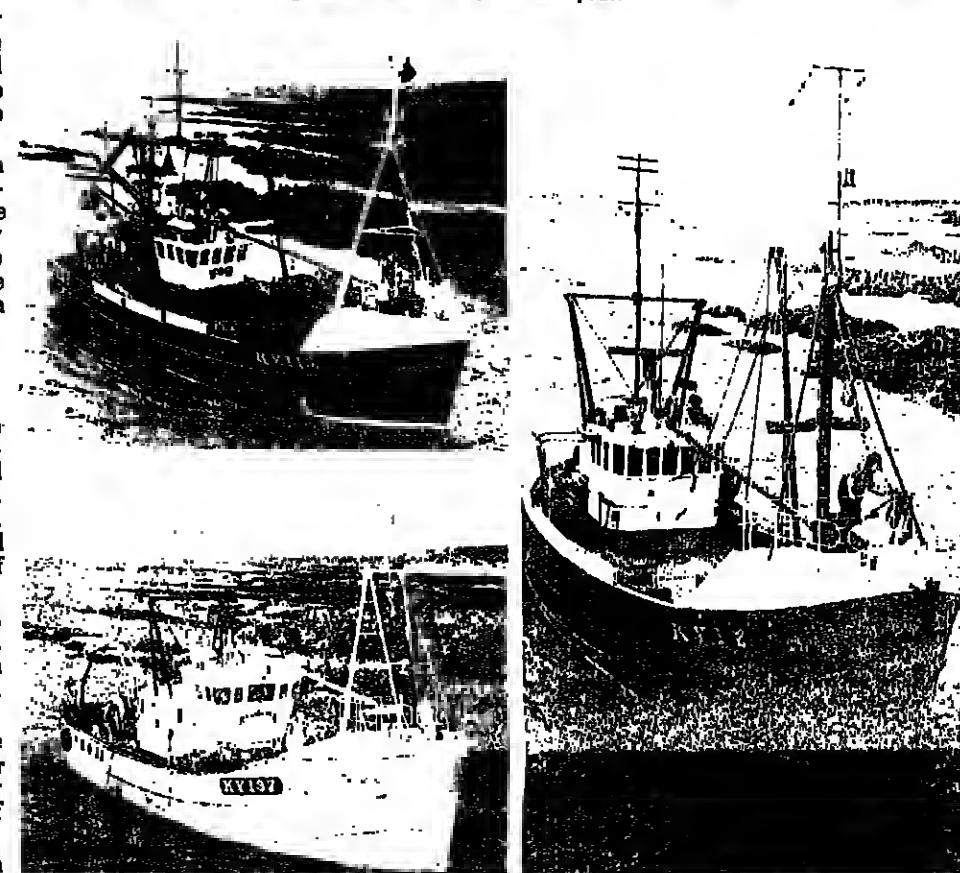
Those based in Aberdeen include seine netters in the 50ft. class and great line boats in the 100ft. size range.

Among the boats owned by Pittenweem skippers and based in North Shields are *Sedulous* (Skipper Robert McBain), *Emulate* (Skipper Andrew Wise) and *Ina McBain* (Skipper James Fleming).

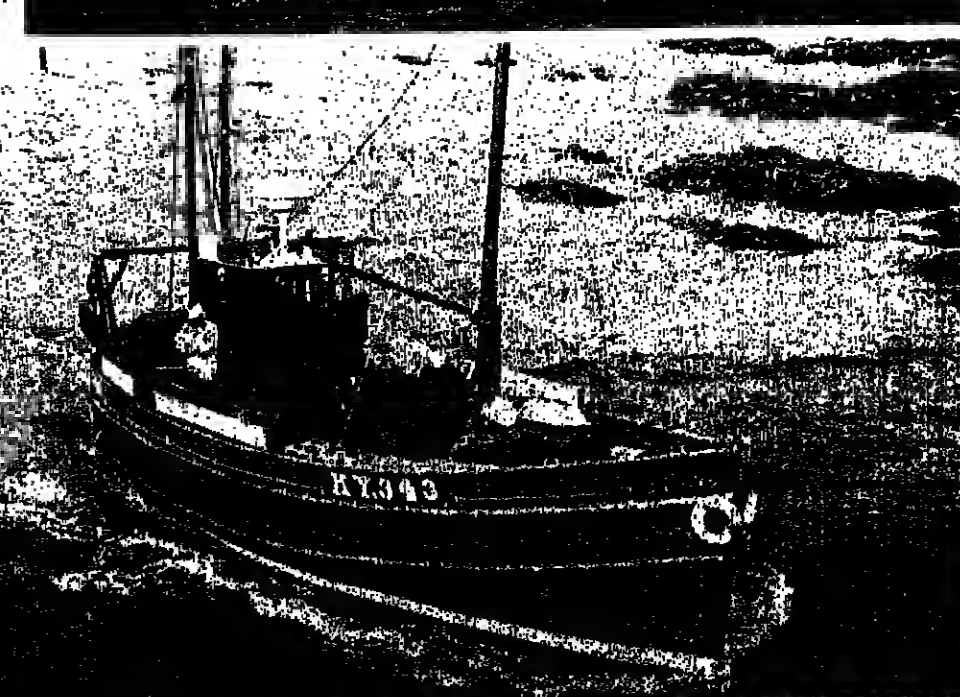
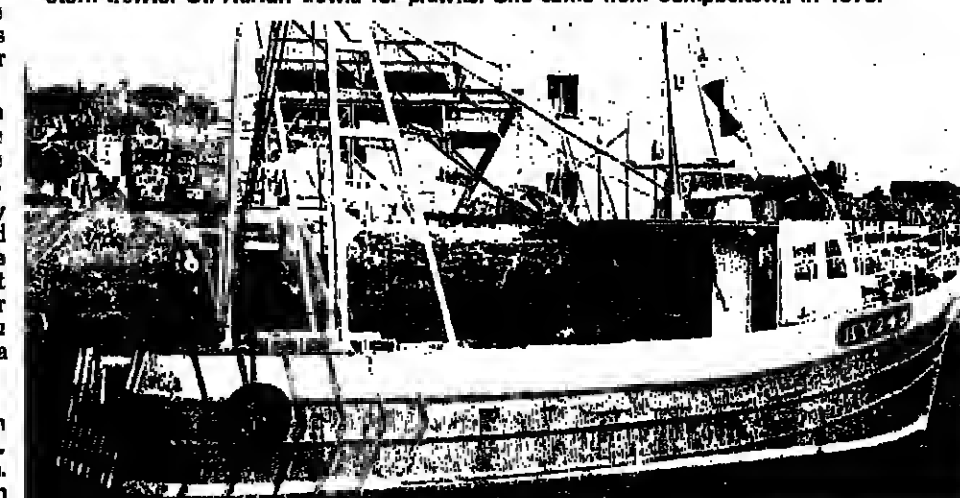
Below: a typical Pittenweem prawn boat is *Incentive*, Skipper by Charles Bowman. She was built at Fraserburgh in 1966.



Fitting out at the Miller yard in St. Monans is the 76ft. steel seiner-trawler *Ocean Triumph II* for Skipper Ian Murray of Pittenweem. Her steel hull was built on Merseyside by Miller's parent company, McTay Marine. Skipper Murray in one of a number of five skippers who own bigger vessels and normally fish out of North Shields or Aberdeen. Below left: *Good Design II* (Skipper John Watson) grossed over £100,000 last year.



Above left: the 80 ft. *Ocean Herald II* is one of the larger vessels based at Pittenweem. She was built by Miller and McTay in 1976 for John McBain Sr. and John McBain Jr. Above right: Skipper David Dick's *Refloresce* is 54 ft. long and was built at Arbroath in 1967. Her skipper introduced babbin trawling to Pittenweem. Below: Skipper David Tod's 80 ft. steel stern trawler *St. Adrian* trawls for prawns. She came from Campbelltown in 1970.



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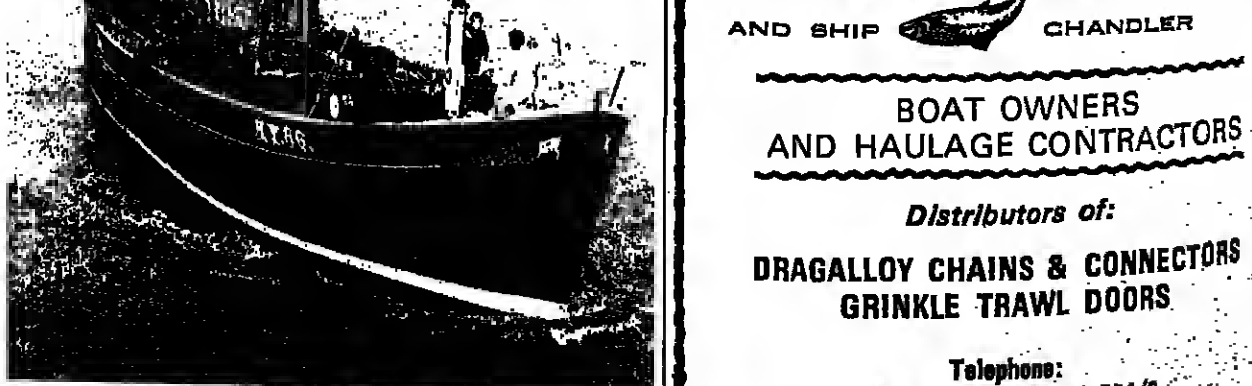
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Above left: headquarters of the Fishermen's Mutual Association (Pittenweem) Ltd. The firm, set up in 1948, has 43 boats on its books and acts as a co-op selling catches.

Above: the new slipway has been a boon to local fishermen. It is run by the Miller yard and cost £100,000.

Skipper Alec Hutt's prawn trawler *Paragon III* (left) worked being drift nets from North Shields and the Isle of Man last year. *Keripen* (below left), built at Tallisbury, Essex, about nine years ago, was bought secondhand from Weymouth, on the south coast, by Skipper Ian C. Murray.



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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£48,108: Ross Ramillies, BUT (Sk. R. Pepper), 1,805 k, BI/NC, 26 days.  
£40,861: Vianova, BUT (Sk. E. St. Pierre), 1,289 k, WI/BI/NC, 27 days.  
£38,436: Vivaria, BUT (Sk. J. Gilby), 1,109 k, NC, 24 days.  
£36,963: Northern Reward, BUT (Sk. W. Harris), 1,096 k, NC, 25 days.  
£25,753: Notts Forest, Consol (Sk. G. Russell), 748 k, WS, 28 days.  
£24,947: Ross Khartoum, BUT (Sk. K. Westcott), 809 k, BI/NC, 27 days.

### Middle water

£36,405: Ross Cheetham, BUT (Sk. T. Ross), 1,085 k, W, 15 days.  
£31,951: Ross Juno, BUT (Sk. J. Waddingham), 870 k, W, 16 days.  
£22,151: Yesso, Taylor (Sk. D. Vennay), 814 k, W, 16 days.  
£21,116: Ross Leopard, BUT (Sk. J. Brown), 1,407 k, W, 15 days.

### North Sea

£11,991: Lovedon, Lindsay (Sk. G. Ireland), 336 k, NS, 14 days.  
£8,063: Tom Grant, Lindsey (Sk. R. Sinclair), 225 k, NS, 14 days.

### Salers

£7,883: Esme, Slaight (Sk. J. Howard), 240k, NS, 15 days.  
£7,805: Foursome, Slaight (Sk. G. Cooper), 182k, NS, 12 days.  
£7,731: Helen Mono, Richardson (Sk. A. Svendsen), 241k, NS, 15 days.  
£7,667: Dorny, Danbrit (Sk. P. Sorensen), 182k, NS, 15 days.  
£7,236: Glenda, Richardson (Sk. F. Wintain), 258k, NS, 9 days.  
£6,581: Limanda, Richardson (Sk. H. Thomsen), 161k, NS, 15 days.  
Pair teams  
£7,484: Green Valley, Danbrit (Sk. R. Younger), 212k, and  
£7,091: Paul Antony, Richardson (Sk. F. Jossensen), 205k, both NS, 8 days.

£3,944: Jilannon (Sk. R. Zeebroek), 122k, and  
£3,878: Jarvit (Sk. J. Zeebroek), 116k, both Richardson, NS, 13 days.  
£4,802: Ling Bank (Sk. G. Hill), 145k, and  
£2,584: Halton (Sk. J. Penkath), 87k, both Slaight, NS, 13 days.

### HULL

£48,821: Ross Leonis, BUT (Sk. D. Paterson), 1,473 k, WS, 26 days.  
£47,757: Arctic Cavalier, Boyd (Sk. P. Garner), 1,546 k, WS, 24 days.  
£45,408: Somerset Mougham, Newington (Sk. B. Taylor), 1,391 k, WS, 26 days.  
£36,766: Westella, Marr (Sk. R. Beamish), 1,081 k, BI, 24 days.  
£35,980: Kingston Pearl, BUT (Sk. B. Turner), 988 k, WS, 26 days.  
£35,406: Kingston Beryl, BUT (Sk. D. Grewar), 1,020 k, WS, 26 days.

### FLEETWOOD

£20,430: Boston Explorer, Boston (Sk. W. Anderson), 780 k, 17 days.  
£18,151: Wyre Conqueror, Wyre (Sk. W. Spearpoint), 718 k, 15 days.  
£17,130: Luneda, Marr (Sk. A. Hay), 506 k, 14 days.  
£15,220: Wyre Vanguard, Wyre (Sk. J. Nawsham), 615 k, R, 15 days.  
£8,925: Marrie Jacob, Irish vessel (Sk. G. O'Shea).  
£8,605: Admiral Hawke, Wyre (Sk. P. Weirman), 317 k, 15 days.

### Pair teams

£28,137: Armana (Sk. T. Christy), 705 k, 14 days, and  
£20,500: Navena (Sk. J. Burns), 598 k, both Marr, 15 days.

### ABERDEEN

Distant Water  
£18,691: Ben Lui, Irvin (Sk. T. Nelson), 775k, BI, 26 days.  
£18,406: Glen Urquhart, Marr (Sk. F. Webster), 720k, F, 16 days.

### Home water

£17,592: Pindarus, BUT (Sk. J. Glasgow), 780k, S, 15 days.  
£16,627: Ross Mollard, BUT (Sk. J. Barclay), 654k, S, 11 days.

£16,576: Grampian Warrior, North Star (Sk. W. Morgan), 577k, S, 16 days.

### LOWESTOFT

£15,467: Suffolk Monarch, Hobson (Sk. D. Smith), 624 k, NS, 12 days.  
£14,079: Boston Sea Sprite, Boston (Sk. M. Raven), 467 k, NS, 12 days.  
£13,676: Winkleigh, Putford (Sk. G. Marshall), 578 k, NS, 13 days.  
£12,843: Outton Queen, Talisman (Sk. A. Hutchinson), 449 k, NS, 11 days.

### NORTH SHIELDS

£22,125: Ben Edra, Irvin (Sk. R. Palmer), 688 k, NS, 12 days.  
£15,496: Ben Meide, Irvin (Sk. P. E. Jamieson), 41,853k, NS, 12 days.  
£10,046: Ben Glas, Irvin (Sk. S. Shearer), 24,733k, NS, 13 days.  
£8,142: Bishop Burton, Newington (Sk. T. Fairley), 14,379k, NS, 6 days.  
£4,824: Lindisfarne, Irvin (Sk. J. Bailey), 10,545k, NS, 5 days.  
£4,120: Incentive, AF (Sk. A. Dougal), 11,438k, NS, 4 days.

### MILFORD HAVEN

£8,962: Rosevear, Norrard (Sk. J. Manson), 170 k, 13 days.  
£5,658: Bryther, Norrard (Sk. A. James), 148 k, 13 days.  
£5,120: Brenda Wilson, Jones (Sk. R. Evans), 142 k, 13 days.  
£2,558: Westerdale, Links (Sk. B. Linke), 60 k, 8 days.

### GRANTON

£16,053: Arctic Attocker, Liston (Sk. B. McPherson), 744 c, NS, 13 days.  
£14,064: Arctic Riever, Liston (Sk. M. Acum), 653 c, NS, 18 days.  
£7,173: Arctic Explorer, Liston (Sk. J. Banyard), 310 c, NS, 6 days.

KEY: BI Bear Island; SS Barents Sea; DW distant water; F Ferret; I Iceland; G Greenland; HW home water; I Island; NS Irish Sea; NC Norway Coast; NFI Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

### GRIMSBY

A good supply of 5,375 kits from 20 boats met a fair demand. Prices: shelf cod, £4/5; codling, £4/50; large shelf haddock, £1.50/£4.80; medium, £3.20/£4.80; small, £1.30/£2.80; large plaice, £1.30/£4.80; medium, £1.80/£4.60; best small, £1/4; lemon sole, £0/7; large skinned dogfish, £3; medium, £4.50; seaite, £2/£2.00; per stone.

### MILFORD HAVEN

1,088 kits from five boats. Prices: large cod, £40; medium, £42; codling, £31; large plaice, £43; medium, £38.50; small, £23; turbot, £111; whiting, £12.40/£15; Dover sole, £146; slaps, £115; tongue, £88; large ray, £38.50/£31; medium, £23/£23; small, £20.50; brill, £50; dogfish, £14; per £1; squid, £12/£15.50; per 6oz kit.

### TUESDAY SEPTEMBER 27

#### LOWESTOFT

1,088 kits from three boats. Prices: cod, £38/£42; large plaice, £30/£36.50; medium, £30/£37; small, £30/£33; codling, £18/£43; large haddock, £28/£40; amell, £10/£30; large turbot, £167/£178; small, £82/£91; lemon sole, £40/£58; Dover Sole, £160; monkfish, £55/£60; dogfish, £25/£32; cutfish, £20/£24; per 10oz kit.

#### BRUXHAM

Prices: large plaice, £3.80; medium, £3.50; turbot, £14; large whiting, £2.30; small, 50p; large Dover sole, £19; slaps, £11; brill, £7; large conger, £2.50; small, £1; squid, £5.20; large dabs, £4; medium, £2.80; small, 60p/70p; per stone.

#### BUCKIE

30 boxes from two boats. Prices: codling, £1.70; round whiting, £1.13; monkfish, £4; lemon sole, £3.50; plaice, £2.40; whitches, £1.20; large prawn, £1.17; small, £7.80; hake, £1.80; per stone.

#### ABERDEEN

332 tonnes from 15 boats. Prices: mackerel, £325/£35; cod, £28/£29.40; large codling, £29/£38; medium, £30/£33; small, £21/£37; ling, £10/£19.80; turbot, £18; sole, £30/£41; large, £26.80/£40; medium, £22.60/£37.50; small, £12/£28; whiting, £7/£23.40; lemon sole, £4/£24; hake, £58/£80; plaice, £20/£38; per cwt, halibut, £5/£18.20; per stone.

#### PETERHEAD

2,879 boxes from 21 boats. Prices: cod/codling, £50/£53; whiting gutted, £2.90/£2.80; small round, £1.10/£1.00; monkfish, £9.10/£9.30; conifish, £2.10/£2.50; cutfish, £2.40/£2.00.

#### THURSDAY, SEPTEMBER 22

Ayr: nine trawlers, 21 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.  
Torbert: 18 trawlers, 20 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.

#### Mallaig: 14 trawlers, 21 tonnes

one pursuer, one lobster, 23 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.  
Mallaig: 14 trawlers, 21 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.

#### WEDNESDAY, SEPTEMBER 21

Ayr: eight trawlers, 15 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.  
Torbert: 20 trawlers, 23 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.

#### Mallaig: 14 trawlers, 21 tonnes

one pursuer, one lobster, 23 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.  
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#### WEDNESDAY, SEPTEMBER 21

Ayr: four trawlers, 13 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.  
Torbert: 18 trawlers, 14 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.

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### FRASERBURGH

708 boxes from 27 boats. Prices: selected lemon sole, 50p; large plaice, £3.50/£5; per stone; large haddock, £25/£35; haddock, £20/£23; small, £16/£16; selected, £17/£18; small codling, £18/£18; turbot, £28/£28; cod sprags, 10p; whiting, £16/£17; colly, 1p; monkfish, £38; plaice, £10/£10.50; per box.

### KINLOCHBRODY

300 boxes from seven boats. Prices: cod, £38/£42; large plaice, £30/£36.50; medium, £30/£37; small, £30/£33; codling, £18/£43; large haddock, £28/£40; amell, £10/£30; large turbot, £167/£178; small, £82/£91; lemon sole, £40/£58; Dover Sole, £160; monkfish, £55/£60; dogfish, £25/£32; cutfish, £20/£24; per 10oz kit.

### LOCHINVER

500 boxes from ten boats. Prices: cod, £3.40/£3.65; haddock, £1.82/£3.40; whiting, £1.48/£2.80; plaice, £2.80/£2.55; whitches, £1.40/£2.35; turbot, £22/£33; large codling, £1.20/£2.30; ashie, £1.40/£2.40; hake, £3.20/£7.35; whiting, £1.95/£2.10; prawn tails, £1.40/£1.70; per stone.

### MACDUFF

1,000 boxes from 12 boats. Prices: lemon sole, £2.80/£3; plaice, £1.80/£4.30; hake, £11/£19.80; per stone; codling, £1.60/£2.7; haddock, £18/£25.00; per box.

### ULLAPOL

1,098 tonnes of mackerel, homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.  
Mallaig: 14 trawlers, 21 tonnes; homemarket at £50.20/£58.50; large full, 180/190 and 230/270 per 50kg.

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## Scottish boats arrested

THE ABERDEEN trawler Ben Heilem became the second Scottish trawler to be arrested on a charge of contravening a net regulation within a few days.

Both vessels were arrested north of Faroe and east of Torshavn coast guards. Owners of Ben Heilem, Richard Irvin, said that the case had been continued and that they had no date for the next hearing.

At the weekend Skipper Stewart Thomsen of the Aberdeen stern trawler Clarkwood, owned by the John Wood Group, was fined £2,000 by a Faroese court. It was alleged that the Clarkwood had been fishing in Faroese waters with an under-size net.

Mr. Ian Wood, managing director of the Group, said they were appealing against the fine. He added that it had come out to court that it was only smaller parts of the net which did not comply with the regulations. The Clarkwood resumed fishing following the case.

### RUSSIAN

PETERHEAD'S 86ft. pair trawler Constant Friend lost £4,500 worth of nats in an incident with the Boulogne-based French trawler, Mousse last week.

While pair trawling with the Peterhead boat Storlight (Sk. A. Balrd) 270 miles north-east of Buchanan, the crew of Constant Friend (Sk. B. Thain) saw the French trawler sweep over her net, break the line attached to her, and then carry on without stopping.

As Storlight still had her hold on the net, Constant Friend gave chase. The French boat then stopped after eight miles, only to start fishing operations. Skipper Thain made radio contact but the French crew replied that it did not understand English.

The Scottish trawlers joined forces after contacting the fishery protection vessel in the area. Yet they were instructed to pull out of Barents Sea, Minister of Agriculture and Fisheries John Silkin revealed on Wednesday. He described the Russian offer as "ludicrous and not worth considering."

This quota was to be shared between three countries: Britain, France and Germany. Lock Eriboll was boarded on Saturday night by Soviet coastguards. The British shipper was told he needed a licence to fish and to pass the licence to other British trawlers. Two French vessels received similar treatment.

### IRISH FLEET EXPANDS

TWO 80 FT. atsal trawlers were commissioned in Ireland earlier this month. The fish hold is fully insulated and refrigerated. There is accommodation for eight people on board each vessel and the crews' quarters are centrally heated.

Both skippers and their families have vast experience of fishing. Skipper Wilde commenced his fishing career in 1958 when he worked as crewman on his father's boat, Ros Cath. In 1959 he acquired Sabrine and purchased Ave Maria in 1975. He has experience of herring bottom and white fish, prawn and sprat trawling in waters all round the coast. His brother Allen is now taking over Ave Maria while another brother Ivan operates the B.I.M. built Regina Poca.

Skipper Atley commenced fishing in 1959. He gained experience working as crewman on Ros Cath, St. Mel and Ros Sean. In partnership with his brother Liam he purchased Artoic Swan in 1970 and Rancall in 1973. During his career Skipper Atley gained much experience of fishing in the B.I.M. built Regina Poca.

The engineering design work on the vessels was undertaken by B.I.M. staff. Following the complete fitting out of the steel hulls in Killbeg, these transoms were towed to the Irish coast where they are among the most modern in the Irish fleet. They are fitted with the most sophisticated electronic instruments including sonar, radar and speedlog.

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£4,500 worse off, pair trawler Constant Friend sails back to her home port of Peterhead.

## Scots lose net in brush with French

powerless as the French boat was fishing in the Norwegian sector of the North Sea. After further pursuit the British boats gave up the chase to return to Peterhead, as the French vessel had gained a considerable lead.

The six-week-old net was found completely ruined and Skipper Thain said he would be trying to get compensation.

## First GRP '40' now on order

THE FIRST CRYNUS Marine GM40 GRP hull has been ordered. It will be fitted out as a trawler and general purpose fishing vessel.

Eddystone Marine of Bridgend, Newton Ferris, Devon, has won the contract to fit out the hull which is due to be delivered in March next year.

The firm will be working on parts in advance of the hull being delivered so that much of the fitting out can be completed quickly. Delivery is due in June next year.

## 50 years ago

OCTOBER, 1927 DOUBLE drowning feared when two deckies fell to join their Lowestoft drifters at Grimsby.



